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Formerly Millard's Review

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EFFECT OF JAPANESE DISASTER ON CHINA

THERE isn't any way in which one can consider the great earthquake and fire disaster which Japan has suffered without coming to a realization of its far reaching effect upon the Republic of China. That the political and economic situation on the continent of Asia will be affected by the Japanese disaster comes chiefly from the fact that for practically a quarter of a century the chief interest of Japan has been in the direction of development of her interests in China, much of which can be placed under the general heading of imperialism. Now that the first sensational and paralyzing aspects of the Japanese disaster have begun to wear off, people are beginning to ask themselves what the general effect will be and the answers lead into interesting fields of speculation. Estimates of the cost of reconstruction run all the way from a billion yen to five billion gold dollars and American and British business men returning to China from the scene of the devastation state that practically every outward mark of civilization within a district of 20,000 square miles has been destroyed. Estimates regarding the period necessary for reconstruction vary from twenty to thirty years. Mr. Charles Dailey, in an article elsewhere in this issue of the *Review* says that it will take thirty years to rebuild the city of Tokyo alone. A writer in last week's issue of the *Review* estimated that the cotton manufacturing industry had been damaged to the extent of 1,100,000 spindles, more than a quarter of the total number in the entire country and that it would require at least a dozen years to bring the industry back to its status prior to the earthquake. The cost of restoring the cotton spinning and weaving lines alone will probably run to Yen 100,000,000.

ACCORDING to Mr. Dailey's article which was written from Kobe, two opinions are prevalent regarding the methods of reconstruction to be applied. One is that a huge foreign loan should be immediately made and the work of reconstruction done all at once while others believe the work should be done gradually with domestic capital and spread over a considerable number of years. Regardless of the method employed there is no question but that Japan will rebuild and ultimately become a stronger country than ever but this does not detract from the fact that the disaster will have far reaching effects upon Japanese activities on this side of the China Sea. The first effect will be felt in the realm of finance. Japan has tremendous investments on the continent of Asia in Korea, in Manchuria and in the rest of China. The sums

which Japan is thought to have invested in enterprises in this country run all the way from a half billion to a billion dollars in Chinese currency and the items include loans to the central and provincial governments amounting in themselves to nearly three hundred million dollars, loans to private and semi-private enterprises, cotton mills, railway properties, mining and timber industries and so on. In Shanghai within the last few years practically every foot of available water-frontage has been purchased by the Japanese and the same condition is said to apply in other sea and river ports. Some observers believe the first effect of the disaster will be felt in a drawing in of this investment in China in every field. Otbers think that Japan will retain her financial and business structure on the Asiatic continent at all hazards while using foreign money to rebuild at home.

THERE is no question of Japan's ability to borrow money abroad. Financier in both the United States and Great Britain have already intimated their readiness to advance the money in practically unlimited amounts, but this would entail an increase in taxation, and to quote from Mr. Dailey's article, "already the Japanese are ground down by taxes to meet the staggering expense of a little country like Japan endeavoring to keep pace in a naval, military and commercial way with the greater powers." The wage rate and cost of living in Japan are already away above other oriental countries and in many lines almost on a par with the west so when all of these elements are considered, few envy the Japanese political and business leaders their task. One way out of the dilemma would be to cut the naval and military establishment, but anyone who observed Japan at the Washington Conference on Limitation of Armament knows that the Japanese military authorities who are still in the saddle will exhaust every other resource before touching these sacred institutions. It is altogether probable that they may attempt the short-sighted policy of rebuilding the fortifications and restoring the naval bases even before they touch the problem of restoring the industries generally. And this question naturally leads into the field of possible political and governmental changes of far reaching consequences in Japan as a result of the greatest disaster which has ever visited modern mankind. Reports which have come to China in stories told by refugees and from newspaper reports are none too complimentary of the actions of the governing authorities. While almost unanimously extolling the virtues and fortitude of the Japanese people generally the impression which has been given regarding the break down of governing functionaries has been anything but complimentary. It is altogether possible that along with the modern city construction which is bound to replace the antique, that there will also develop a demand for modernization of both municipal and national government. The paternalistic military system that sacrificed everything to national glorification and imperialism may have to give way for more democracy in government. It is no unfriendliness to Japan to say this and to suggest that the disaster may serve to accentuate the solution of Japan's great political problem and accelerate the development of more democracy at home and in foreign outlook.

IT is a matter of no small interest and significance in connection with the Japanese disaster to know that the first relief ship to reach the shores of Japan, was the *s. s. Hsin Ming* sent by the China Merchants Steamship Company and carrying supplies collected under the auspices of the Chinese General Chamber of Commerce of this city. The ship also carried the American Red Cross unit, but that had nothing to do with the fact that the Chinese at once got on the job and sent relief of their own accord to a stricken neighbor. The fine example set by the Chinese merchants in Shanghai points the way for China to come to her senses nationally and take advantage of the opportunity which is now presented for service both to herself and to her neighbor Japan. As stated in the foregoing, the disaster which has come to Japan also presents to China an opportunity. Japan has been weakened by the disaster and without taking advantage of the plight of her neighbor, China now has an opportunity to assist Japan and at the same time herself by restoring the resources which her short-sighted or corrupt officials have bartered away in the past. The handicaps under which Japan will be forced to labor for several years also permits of a strengthening of the various agencies of America, Great Britain and other Western nations in this part of the world. This is inevitable and to state the fact implies no unfriendliness toward Japan. The spirit of cooperation and compromise that governed the deliberations of the Washington Conference now have an opportunity for further exemplification in the activities of all nations in this part of the world in the new circumstances which the hand of destiny has provided.

GENERAL LI YUAN-HUNG'S VISIT TO SHANGHAI

GENERAL Li Yuan-hung, deposed president of China, is a greatly disillusioned man if we are to believe the reports which are being printed about him in the Chinese press of Shanghai since his unheralded arrival here a few days ago. According to his own statement to a representative of the *Review* a few days ago, his coming here was for altogether peaceful purposes in connection with the restoration of peace to troubled China. However his sudden arrival here must have been carefully planned by somebody for he turned up at his residence at No. 26 Route Doumer, French Concession, on the very day selected by the Chihli party for the election of Tsao Kun as president of China. Whether his arrival here has had anything to do with the failure thus far to put over the election of Tsao Kun, it is impossible to say, but reports from Peking tell of the inability of the Chihli party thus far to muster a quorum of parliamentarians and since a considerable number of these gentlemen are still hanging around Shanghai, President Li, or at least those who control his purse strings, may be under the suspicion of preventing the legislators from traveling Pekingward. Although General Li is a forgiving man by nature and constantly reiterates his lack of rancor at the Peking politicians and militarists who chased him out of the presidential palace, still there is no telling just what he has in mind. He has been called the "sly old fox" of Chinese politics on several occasions in the past. However he apparently was not prepared for the storm of abuse that burst about his ears immediately after his arrival and especially after he had given out an interview stating that he was still "president" of China. While it is always next to impossible to pick out truth from fiction in Chinese political reports, there seems to be con-

siderable sincerity in the anxiety expressed by the Chinese press that General Li's presence here may lead to an outbreak of fighting in this territory. It will be remembered that the Kiangsu and Chekiang tuchuns had just solemnly signed a peace treaty guaranteeing no fighting around Shanghai—and then Gen. Li turned up. Naturally General Che Shih-yuan at Nanking suspected the good faith of his "enemy" General Lu Yung-hsiang at Hangchow and immediately issued a statement to the effect that Lu had broken faith. Then the Chinese merchants got into the game and General Li's house in Frenchtown of Shanghai has become a real storm center. The *Shun Pao* carried a story to the effect that General Li considered that he had been duped by certain political parties owing to the fact that the promised support had not developed upon his arrival here. This "promised support" probably came from the camp of Sun Yat-sen's Kuomingtang party. This organization which has been designated as a "disturber of the peace" by General Wu Pei-fu in all probability promised Li its support if he would come to Shanghai and help bust up the election of Tsao Kun, but after Li arrived here it is altogether possible that the Kuomingtang refused to make any combination that did not include Dr. Sun Yat-sen for president as the chief plank in the political platform. And since General Li immediately gave out an interview calling himself "president," naturally there was no room for two presidents in the ranks of the Canton party. Other support from Gen. Chang Tso-ling at Moukken also did not materialize either, it seems, so there the matter stands, except that the foreign powers also seem to have gotten into the game by telling Gen. Li that he may stay in Shanghai as long as he likes provided he keeps out of politics. On the other hand he can't go into Chinese territory outside of the foreign settlement, for Peking has issued an order for his arrest on the ground that he is trying to stir up another revolution—so General Li's position in Shanghai is somewhat precarious from any point of view.

Dollar Line Starts Round-World Service

Shanghai' s position as one of the leading ports of the world will be considerably enhanced within the next few weeks when the Robert Dollar Company inaugurates a new round-the-world steamship service making this city one of the ports of call. The purchase of seven new first class passenger and cargo steamers by the Robert Dollar Company was announced by the U. S. Shipping Board at Washington a few days ago and this week, J. Harold Dollar of Shanghai, vice-president of the company, announced the beginning of a new service to include Shanghai which is unique in the fact that it is the first service of the kind ever attempted. The first ship will leave New York within two weeks and the others will be placed in service at intervals of between two and three weeks, according to Mr. Dollar's announcement.

With New York as headquarters, the ships will touch at Havana, Panama, San Francisco, Yokohama, Kobe, Shanghai, Hongkong, Manila, Java, Singapore, Colombo, Port Said, Genoa, Marseilles and then back to New York. The trip from Shanghai to New York by way of the Mediterranean will require approximately 70 days and from Singapore to New York it will be 45 days.

The new boats which are popularly known as the "502's" are each 525 feet in length and although slightly shorter than the President boats now operated on the Pacific by the Admiral and Pacific Mail steamship lines, are similar in construction except that they have considerably larger cargo capacity. Each will have state-rooms for 80 first class passengers and 550 third class. The speed will be 15 knots and since they will not call at Honolulu, it is expected that they will provide a quicker mail service from San Francisco to the Orient than now exists from ports south of Puget Sound.

The passenger accommodation on the ships will be similar to that now provided by the President type of ships on the Pacific operated by the Admiral and Pacific Mail lines. Large refrigeration space will provide fresh provisions for the entire trip. The state-rooms are provided with modern heating and ventilating devices for comfort in the tropics as well as in the colder latitudes.

Although nothing has been said by the officials of the Dollar line regarding the price paid to the U. S. Shipping Board for the steamers, it is known that they cost the U. S. government approximately G. $4,000,000 when constructed during the war as part of America's great ship building program. The opening of the new service will necessitate the addition of about 10 new foreign members to the Dollar Company's staff in Shanghai.

Thirty Years Required to Rebuild Tokyo

BY CHARLES DAILEY

OUT of her earthquake-shaken, fire-swept ruin, Tokyo already is making an effort to come back. It is even yet possible, so gigantic and so staggering are the plans involved, that it may cease to be the capital and the seat of the nation's culture. It will of course be a large city, with important commercial interests and dominating northeast Japan, but already there is a growing and definite sentiment in favor of the re-creation of Kyoto as the capital and the development of Osaka as the principal port of Japan, leaving Yokohama to again become a fishing village and with Kobe the chief foreign center. It is about two hours' ride from Kobe to Kyoto and just over an hour and a quarter from Osaka to Kyoto. Tradition and sentiment make for the re-glorifying of Kyoto, while the total destruction coupled with the well-established hostility to the perpetual leases to foreigners in Yokohama make equally for the abandonment of Yokohama, and especially if Tokyo is no longer to be the capital.

It is all very remote and very hazy yet. Hardly any definite plans have been made. Strong influences are at work in both directions, but from sane and sentimental standpoints there are strong arguments in favor of Kyoto and Osaka Bay. The chiefest one is the virtual exemption of that region from the zone of serious earthquake shocks. Tokyo is located on a fault and ever has suffered, sometimes severely. When it was known as Yeddo it was destroyed. Now it is again a virtual ruin. The people are asking one another if it is really worth the billions of yen and the many years involved to build up another great city and capital that may become a ruin within half a century by another such visitation. Viscount Goto, the Home Minister and until the day before the earthquake the Mayor of Tokyo, is inclined towards reconstruction. So are several other members of the new Yamamoto Cabinet. Others oppose. The Imperial family is divided. Kyoto is where all the Emperors are crowned.

It is estimated that thirty years will be required for the reconstruction of Tokyo. As to the cost, no one can give the slightest approximation, for it is impossible to give even present construction figures. No one will venture what steel or other essentials will cost when distributed over the many years required, or what the labor cost will be. Representatives of foreign firms, even though they have a memory of costs—their records were of course destroyed—are unable to make any calculations whatever, for the chief reason that the labor cost promises to be the chief item.

It is indeed the labor problem that will deter any one from even considering long-time contracts, and so Tokyo will be rebuilt bit by bit, in a hand-to-mouth manner. Even granting that Tokyo could raise the money by foreign loans, there must be reckoned the system of taxation that will be necessary to provide for the amortization of such a stupendous borrowing. It is even now suggested that a first loan of 530,000,000 yen ($265,000,000) be floated, but the interest on this would require a radical increase in the taxes and customs duties. Already the Japanese are ground by taxes to meet the staggering expense of a little country like Japan endeavoring to keep pace in a naval, military and commercial way with the greater powers. Wages and the cost of living are now almost as high as in the United States, and they must go much higher. It is all too staggering, and most of those who are talking so freely now about instantly beginning the work of rebuilding probably will change their minds as soon as the quotations begin to come in from the foreign firms and the government has figured upon the increased income necessary in order to put

the nation's security behind the loans that must be issued. Longer-headed persons who have looked over the miles and miles of wreckage see in the reconstructed Tokyo the tinder-like wooden buildings that dominated Tokyo until modern steel and concrete construction began, about ten years ago. This means an even greater area for the city if the houses are to be kept to one and two-story wooden shacks and it is to remain a business and cultural city.

I have been casting about for something like reliable data while stumbling over the ruins. Tokyo may become a Phoenix and rise from the ashes, as the more enthusiastic Japanese so confidently assert, but these have not taken pencil and paper and begun to figure out the increased burden upon the people or whether they can assume it. Rather it seems to me that there must be a virtual abandonment of plans and the shifting to other sections outside the clearly-defined fault that runs through the main island of the archipelago. There must be a slashing of the navy and the reduction of the army to a mere local protective force. There must also be a cessation of the expenditures of millions of yen annually in Korea and the virual abandonment of the effort to permanently impress the Japanese imprint in Manchuria. It seems very likely that American capital—virtually the only capital available since the World War—will so restrict its purposes that there can be no more huge government grants for the development of Manchuria. In short, the earthquake and fires of Septemper 1 have reduced Japan to the level of a minor power. The entire political and economic situation in the Far East is changed.

It is not the loss of life or of earning-power of families that counts for so much. Although the figures seem appalling when given in terms of millions, it must be borne in mind that the total incapacities are less by far than the annual increase of population in the crowded isles. The incapacities are reckoned not to exceed 3,000,000. The population is well beyond 60,000,000. Of the incapacities a few years will see the wounded rehabilitated and the children grown to a point where they can work. It is not loss of man power but lack of capital that has changed Japan, as presently will be evident in all the financial centres of the world.

As to Tokyo, let it be known that the population was in excess of two millions. Police estimates as made by wards since martial law was proclaimed and ten army divisions thrown into the city are that 64 percent of the inhabitants, or 1,547,351 souls, were affected by the disaster. The number of refugees was placed at 685,000. The 860,000 or more remainder includes dead, injured and those who have gone afoot to relatives in the country districts. These police figures give an accurate idea of the destruction in the city by the fire, the (A) indicating that all the houses in the ward named were burned. The fires started in the afternoon and raged all the next day until the material was exhausted.

Name of Ward.	Houses Burned.	Residents Affected
Kojimachi	2,792	12,560
Kanda	45,952	162,989
Nihonbashi	26,077 (A)	152,326
Kyobashi	50,479 (A)	158,840
Shiba	16,278	72,429
Akasaka	3,851	16,787
Yotsuya	1,604	6,794
Koishikawa	1,635	4,432
Hongo	8,790	30,035
Shitaya	48,070	171,986
Asakusa	81,872 (A)	284,290
Honjo	74,588 (A)	277,459
Fukugawa	49,047 (A)	197,978
Totals	410,665	1,547,351

There is one other serious drawback to the reconstitution of Tokyo and that is the question of water. Even in minor earthquakes the supply mains and concreted open intake channels have been shattered and the supply cut off. Unless engineers can devise flexible mains the same danger ever will affect the city.

Concerning the great cultural institutions, there is a growing feeling for their distribution in various parts of the main island instead of concentrating all the great institutions of learning in Tokyo. It has been estimated that it will be fifty or sixty years before the Tokyo Imperial University, the highest seat of learning in Japan, can be restored. Already it has been decided that the majority of the staff shall be transferred to Kyoto, the second great seat of learning. In the opinion of Prof. Imai the seat of learning will hereafter be in Kyoto and the publishing centre in Osaka. The chief treasure of the Imperial University, the library, is a complete loss. Many of the volumes never can be replaced. All the specimens, apparatus and other material assembled over forty years, is destroyed.

As to Yokohama, a double problem presents itself. First, the city was laid flat by the earthquake, far more violent there than in Tokyo. The wharves, piers, basins, seawall, breakwater and bund all are gone, while in places—in fact most places—the bottom of Tokyo Bay has been lowered by six fathoms. This presents not only a great engineering problem in reconstruction but also involves a financial expenditure so vast as to be almost prohibitive, to say nothing of the years that will be required. In addition the Bay is no longer defensible against a foreign enemy. The line of forts that stretched across the bay a few miles outside of Yokohama has been destroyed. The made ground on which great guns were implaced in turrets has fallen just as did the bottom of the bay and the turrets of course wrecked. The shore forts, —great powerful ones ever forbidden to foreigners,—also are destroyed, while the heavily protected naval base at Yokosuka is an utter ruin and all naval activities must of necessity shift to Osaka Bay, the Inland Sea, Nagasaki and Sasebo. The great shipyards of Tokyo Bay are no more.

There is another argument against the reconstruction of Yokohama, and it is a sentimental one. The Japanese, grown too rapidly in their effort to keep pace with the Western powers, always had resented bitterly the perpetual leases to foreigners at Yokohama, dating from soon after Commodore Perry anchored in Mississippi Bay. Whenever possible the Japanese were buying up these leases and were counting the day when the last foreigner would be driven out of Yokohama, as he has been from other sections of Japan where, as in China, he had obtained a foothold. Viscount Kato, who was Minister of Foreign Affairs in the Okuma Cabinet, a leader of the war party and the author of the Twenty-one demands upon China, is one of the chief advocates of the anti-foreign movement in Yokohama. He discussed this subject with me a couple of years ago when the relations with the United States were still somewhat strained and the Washington Conference had not been called, and said the day would come when the foreigner would enjoy no special privileges in Yokohama. "No more Main street, no more Water street," were his words.

Who would dream of rebuilding on these easily-acquired mudflats if Yokohama is not to be reconstructed? Some years must elapse before the harbor can be made available for commercial vessels. Already the silk market, the chief item of Yokohama's outward trade, has been transferred to Kobe, where already the tea and porcelain markets were intrenched. The chances are that the Japanese will be able to re-acquire the foreign leases in Yokohama for little more than the cost of removing the masses of stone and brick that represent the ruins of one of the greatest ports in the Orient.

The Osaka Chamber of Commerce approves the transfer of the silk market to Kobe, firm in the confidence that Osaka itself will rise to even greater importance in other respects. The Mitsui, the Shinei, the Mitsui Bussan Kaisha, the Nippon Cotton Company and other concerns already have transferred to Kobe. There is a general agreement that Kobe shall become the port for raw silk and habutai. Japan's great imports, more especially rice, cotton, eggs, structural steel and the like are counted upon to require the extension of the Osaka harbor facilities. Around the shores of the bay all the way from Kobe to Osaka there are abundant opportunities for expansion. The Osaka Chamber of Commerce Committee reported the following recommendations in favor of Kobe, which means much to American trade: There are few warehouses in Osaka suitable for the custody of raw silk, no ships larger than 6,000 tons can enter that port, the city lacks branches of foreign banks, and the American Consulate being in Kobe the business can be handled better at that port. Silk reelers are still divided between Osaka and Kobe, but owing to the urgent demand for silk in the United States a silk-inspecting office has been established in Kobe, with a budget of 50,000 yen and an understanding with the buyers in the United States.

As to an eastern port to replace Yokohama, the city of Shimizu long has been advocated by the Japanese in their eagerness to get rid of the last vestige of extraterritoriality in Japan. Owing to the destruction of Yokohama and the necessity of reconstruction of a port somewhere it is likely that the Shimizu project will take on new life, although it has not been mentioned much thus far in the reconstruction plans since all minds are centered upon Tokyo, owing to its immense population. The railway station for Shimuzu is Eriji, 112 miles from Tokyo and 94 miles southwesterly from Yokohama. The town of Shimuzu has a population of less than 10,000 and is located on Enoura Bay. It is the chief export center for green tea, but owing to lack of facilities the shipments are made by small vessels both to Yokohama and

Kobe and there transshipped. Tea exports from Shimuzu exceed ten million yen annually. The basin has a depth of 9 to 11 fathoms, with a mud bottom, and a shelving beach, somewhat abrupt. It is protected by islands and headlands, but there are some doubts as to the adaptability of the country for the vast areas necessary for a great port. Still, if Yokohama is to be abandoned and more especially if Tokyo is not to be the capital and all the great institutions that seek to center about the capital are constructed elsewhere, the development of Shimuzu would be a far less giantic proposal than the reconstruction of Yokohama harbor, leaving many millions available for the dredging of Osaka Bay and carrying out the cherished idea of a mammoth port there.

Tokyo planning comes first. Upon the rise of Tokyo depends the reconstruction of Yokohama. In each case the work will require many years and will prove a back-breaking burden to Japan. Viscount Shibusawa and Vice President Yamashina, of the Tokyo Chamber of Commerce, only recently back from the United States, are the active heads of the Tokyo Rehabilitation movement and much depends upon what they decide after delving into the staggering problems of construction and of financing. Upon these problems the best minds of Japan were at work within a week after the great disaster.

Kobe, Japan, September 10, 1923.

Karakhan Says He Stands by Declarations of 1919-20

BY PEI-YU CHIEN

Mr. L. M. Karakhan, representative plenipotentiary of the Union of Soviet Socialist Republics of Russia to Peking, has announced his assumption of official duties and has presented his credentials to the Chinese Ministry of Foreign Affairs. But up to the present no negotiations have started and no date for the opening of discussions been set by the two high negotiating parties.

It will be remembered that before the arrival of Mr. Karakhan, Mr. Joffe spent considerable time in Peking trying to discuss Sino-Russian affairs. But owing to circumstances prevailing then, he left Peking without success and went to Japan where he likewise met with failure. Now another Russian envoy is with us with a more definite policy and a more earnest desire to effect normal intercourse between the two countries. China has realized the necessity of friendly relations with its new-old powerful neighbor. Therefore, the hope for a successful conference between the two parties is cherished by many.

According to both parties to the negotiation, the proposed conference would be the most cordial of its kind. In fact, according to Mr. Karakhan, there is not much to be bargained about since Russia is willing to recede certain rights and privileges to China and China up to the present has never refused to accept favors. The only thing left for the two parties to do, it would seem, would be the mere discussion of the methods, the hows and whens, of the transfer of these things.

Dr. C. T. Wang, Director General of the Department of the Sino-Russian Affairs, says that he is optimistic as to the success of the future negotiation precisely because Mr. Karakhan "is the author of the famous Russian Declaration of 1919 and 1920 in which the Moscow government promised to be as fair to China as the Tzarist government was contrary minded." These two declarations, if carried out in their true spirit, would certainly open a new page in diplomatic history bridging an age of political intrigues and territorial aggrandisements and an age of equality and reciprocity in international dealings.

First, the Declaration of 1919 was mainly a declaration of the principles on which the diplomatic policy of the Moscow government was supposed to be based. But it also give substantial promises. It professed to abrogate all treaties and commitments between Russia and Japan, China and other powers that were entered into chiefly to oppress the races of the Far East. According to it, the Sino-Russian treaties of 1896 and 1901 should also be repudiated. The Moscow government also declared in this document its willingness to return to China unconditionally all seizures that the Tzarist government had obtained from China such as Manchuria and other territories. The populace of these territories should have the power of self-determination to choose whatever nationality and form of government they pleased. This declaration further guaranteed the retrocession to China of the Chinese Eastern Railway, mines, forests and other properties that the Tzar, Kolinsky, Kleewat, Semenoff and Koltchak had wrung from China. The Boxer Indemnity was also to be given up according to this declaration.

Then the Declaration of 1920 came forth with even a more definite purpose. It set forth the following itemized points: 1. Russia was to abolish all treaties entered into by the Tzarist government with China, to stop territorial aggression and to return to China all concessions and leased territories. 2. The two countries were to resume normal commercial and economic relations. 3. China should agree not to render any further assistance to the Whites and the anti-Revolutionists within the Chinese boundaries should be disarmed by the Chinese authorities. 4. Russia was to repudiate the right of extraterritoriality and Russian citizens within the Chinese boundaries were to be governed by the law of the land. 5. The representatives of former Russian governments that have not received proper commission from the Soviets should not be permitted to continue their official functions in Peking. 6. The Soviet were to cancel the Boxer Indemnities and China should agree not to pay the same to any of the illegally constituted Russian representatives. 7. The diplomatic and consular relations between the two countries should be restored at once. 8. The two countries should take immediate steps to make treaties regarding trade, boundaries, railways, customs, etc.

The liberal terms voluntarily offered by the Soviet government, have aroused much curiosity and suspicion not only in China but throughout the world. Vacillating Peking politics and the disastrous conditions prevailing in China raise a doubt as to whether the present Peking government is able to avail itself of this opportunity to recover its former economic and territorial losses from its "awfully kind" Russian comrades. However, the Chinese Foreign Office together with the special department for Sino-Russian affairs, has expressed its optimistic attitude in this respect. It retorts that internal politics does not affect to any considerable extent its diplomatic intercourse with other countries.

The world seems to be still holding to the doctrine that one man's loss is another man's gain. Therefore the sincerity of the Soviet Envoy, which is taken by the Chinese authorities at face value, is seriously questioned by interested parties other than China. As we have learned from an article written by an American writer in the *Review* several weeks ago, Mr. Karakhan is not likely to adhere to his previous utterances in the forthcoming conference with China. "The Soviet is considerably stronger today than it was two years ago and the Peking government is considerably weaker and as confidence in their power increases, the Soviet becomes more conservative about surrendering the fruits of imperialism. The writer also had this thought in mind, but to this question which I put to Mr. Karakhan in a recent conversation, he laughingly refuted the statement by saying: "It is not the strength or weakness of China that is determining the policy of the Soviet government. It is true that Russia was weak and needy at the time when these declarations were issued and she is stronger now, perhaps the strongest Power on the European Continent at present, yet since these declarations were not made simply to solicit assistance from China, there is no reason why the Russian government should abandon them at a time when less assistance is needed. The policy of the Moscow government is rather based upon justice and truth."

Of course, whether the Russian envoy is going to live up to his former declarations is still left for the future to know and any definite statement in this regard would be premature at present.

The Declarations of 1919 and 1920 are based upon the principle of equality and reciprocity, as has been said before. Then it seems that enough freedom is still enjoyed by the Russian envoy to waver between a compliance "in principle" and an execution in substance. It always has been a prevailing practice in international politics, that a nation may accept some highly moral principles and still remain free to act to the contrary in spirit. Regarding this possible discrepancy, Mr. Karakhan has made it known that "Russia is not only going to abide by its declarations in principle, but also in substance and every letter of them."

As mentioned before, the formal discussion between the two delegations has not yet begun and there is no agenda for official publication. Yet there are a number of concrete problems that the forthcoming conference cannot possibly miss. They may be enumerated as follows: 1. The withdrawal of Russian troops from Mongolia. 2. The Chinese Eastern Railway problem. 3. The Hailungkiang navigation. 4. A commercial treaty. 5. Tariff. 6. Boundary lines. 7. Indemnity for loss of life and property by Chinese in Russia. 8. The

question relating to the Russian Concessions in Tientsin and Hankow. 9. Extrateritoriality. 10. Boxer Indemnity. Owing to the limited space of this article, the writer is not going to discuss each of the forementioned problems in detail. Besides, there is also the problem of recognition of the Soviet government by China, which the Russian representative is likely to take up first. The Mongolian question and that of the Chinese Eastern Railway naturally stand out in prominence and much speculation has already been witnessed among interested quarters as to which shall be taken up first. Both negotiating parties abstain from making any definite statement in this respect and it is still impossible to make an estimation, although the Chinese are somewhat in favor of dealing with the Mongolian question first.

As to whether the Chinese government ever replied to the Russian Declarations of 1919 and 1920, this is an unimportant question. As Mr. Karakhan says, it is not too late for the Chinese government to make a reply now, even though it has not made one earlier. But on the other hand, the writer has been shown by Dr. C. T. Wang a copy of a Chinese reply to the Moscow government sent on February 11, 1921 to Mr. Cheng Kwang-ping, then in charge of the Chinese consulate in Moscow, to be transmitted to the Russian Foreign Office. In contending that China really had replied to the Russian Declarations, the Chinese authorities simply want to show that they have never failed in being courteous and attentive to friendly powers.

In conclusion, the writer may simply quote a few passages from a statement prepared by Dr. C. T. Wang exclusively for the *Review's* correspondent. "While it is too soon to speak of China's programme at the forthcoming conference with the Russian delegation, it is perhaps too well known that the question of Mongolia and the Chinese Eastern Railway will occupy their proper places in the conference agenda. In this connection, I note with great satisfaction the statement made a few days ago by Mr. Karakhan before the People's Diplomatic Association as follows: We consider that Mongolia is part of the Chinese Republic. The sovereignty of China in Mongolia is for us beyond all doubt. Some people are inclined to be skeptical about Soviet Russia's sincerity in the matter and for that reason I earnestly hope that Mr. Karakhan will demonstrate in the forthcoming negotiations beyond all manner of doubt or suspicion that Moscow is really sincere when it professes nothing but friendship for the Chinese nation.

"Russia and China are close neighbors and their frontiers march with each other for nearly five thousand miles. Every circumstance seems to argue in favor of a successful termination of the negotiations which are about to be started between Mr. Karakhan and myself."

Peking, September 15.

Currency Director Offers Plan for Financial Reconstruction of China

A billion dollar loan is the basis of a plan just published in a bulletin by Chang Ying-hua, director general of the bureau of currency at Peking, for the reconstruction of China's finances. Mr. Chang very sensibly argues that the Padoux plan only provides for refunding unsecured loans, whereas he believes means should be provided for putting the government on a sound, running financial basis.

To be exact, Mr. Chang would raise a loan of $1,204 000,000. This sum would be divided as follows: $644,000,000 in new consolidated loan bonds for the redemption of unsecured loans; 218,000,000 to be reserved to insure prompt payment of interest on that loan; $92,000,000 for the administrative expenses of the central government for one year; and $250,000,000 for disbanding troops and effecting unification of the government. Interest on the loan would be 6 percent and it would run for thirty years, according to Mr. Chang, amortization to be effected from customs surplus funds.

A commission would be organized when the loan was floated to have charge of its disbursement. The government's creditors' representatives, members of the cabinet, bankers, the inspector general of customs, the associated chamber of commerce and the speaker of parliament would be members of the commission, which would chose its own chairman and vice-chairman.

The plan should receive attention because it has possibilities of putting China on its feet governmentally. Excess soldiery cannot be disbanded until paid up. A table in the bulletin shows that $134,000,000 is owed the army and navy, some of the arrears dating back to 1914. The government cannot devote its attention to matters of reform and progress until it is sure of its finances. At present Mr. Chang figures that the central government has an income of about $1,000,000 to meet a monthly expense of $9,000,000. Arrears of administrative expense-back pay, and so forth-amount at present to $63,000,000.

Cha-Lan-Tun, a Delightful China Summer Resort

BY AMERICAN COMMERCIAL ATTACHE, JULEAN ARNOLD

APPARENTLY the habit has taken root among many people in China in a position to enjoy a summer vacation of spending summer after summer at the same resort and in company with pretty much the same people, in consequence of which little is added to their store of knowledge or any particular opportunity offered for a broadening of outlook in connection with their summer travels. Up to very recently, the discomforts attendant upon travel in China were so many, and the places fitted for summer vacations were so few, that there were no incentives to leave the few well beaten tracks or go elsewhere than where the majority went for rest and recreation. While it may be many years before the slogan, "See China First" may command an alluring appeal for the traveling public in China, yet it is true that with the improvement of the means of communication and the opening of new sections for travel enjoyment, the opportunities for profitably varying one's summer sojourn are gradually increasing.

Probably one of the most effective ways of securing rest, combined with healthful recreation for a summer vacation, is through a complete change of environment, provided that this can be combined with a healthful summer climate and other comforts necessary to the attractiveness of a summer resort. One need no longer go from China to secure these.

The China of the thinly populated and little developed Northern Manchuria, with its vast expanse of uncultivated plains and mountains, possessing many of the characteristics of the Great West in America before the advent of railways, is another world, and in many respects a refreshing contrast, as compared with the China of the Peking Plains, the Yangtze Delta, the Upper Yangtze or, in fact, any other sections of populated China.

From Tientsin or Peking to Mukden a journey of 20 to 24 hours over the Peking-Mukden Railway, the facilities of which are familiar to most of the traveling public of China, one enters the territory of the South Manchuria Railway and cannot fail to be impressed by the modern city which has been built in proximity to the South Manchuria Railway station under the auspices of this railway. Here we find broad, well paved streets, splendid drains, a modern system of municipal lighting, and buildings which are more typical of occidental than oriental cities. From Mukden to Chang-Chun, a journey of 6 or 7 hours in a pullman coach of the South Manchurian Railway, brings one to a city which during the past two decades has been increased in population from several tens of thousands to several hundreds of thousands, mainly through the development of the soya bean industry of North and Central Manchuria. The Japanese section of Chang-Chun is much like that of Mukden and contains a population of about 20,000 Japanese. The Chinese city has a population of about 200,000. Thousands of carts are to be seen upon its streets bringing the agricultural products from the surrounding territory into this important center of transportation. Chang-Chun, like Mukden, possesses good modern hotel facilities.

A further journey of 6 or 7 hours takes one to Harbin. There is probably no railway in China which offers the luxuriance in comfort and pleasure to the traveling public of China as do the coaches of the International Sleeping Car Company on the Chinese Eastern Railway, with the possible exception of the Blue Express running between Peking and Nanking. It is, however, not until one arrives at Harbin that he comes to realize fully the significance of the Chinese Eastern Railway as a great international highway, a link connecting Asiatic and European civilizations. The Russian population of Harbin is estimated at 100,000. However during the past decade, the Chinese population has increased with such proportions as to be now double that of the Russian.

It is only recently, however, that the Chinese Eastern Railway has developed along its 1,100 miles of interesting lines any particular accommodations for summer resorts. Along the main line of the railway from Proganisehnaya near Vladivostok to Manchouli (on the Siberian Boarder), about 800 miles in a direct northwesternly direction, there have been developed within the past few years a number of very attractive summer resorts. Generally, these are centered about mountain streams. Of these resorts, Cha-Lan-Tun (Jalantun) is undoubtedly the most delightful. It is 258 miles northwest of Harbin, requiring a journey of 9 hours, which is usually made at night but under very com-

fortable auspices as accorded by the facilities of the Chinese Eastern Railway. Cha-lan-tun is at an elevation of 1,110 feet above sea-level. The highest point however on the Chinese Eastern Railway is at Chin-Kan (興安) 92 miles beyond, where it reaches an elevation of 3,200 feet, and where there are also provisions for a summer resort, but on a smaller scale.

Cha-lan-tun is situated in a valley on a beautiful mountain stream, the Yal River. The Yal has its source at Chin-Kan and empties into the Gulf of Tartary through the Nonni, Sungari and Amur Rivers. The mountains surrounding the resort rise to a maximum height of about 2,000 feet. At the railway station immediately east of Cha-lan-tun rises a hill perpendicularly about 500 feet. It is capped with a kiosk, which commands a splendid view of the entire surrounding country. Looking from this spot, the valley seems to extend indefinitely to the southeast, while at the northwest it appears to be narrowed to one-quarter of a mile by the encircling hills. At Cha-lan-tun, the valley is about 5 miles in width. Evidently the hills in this vicinity, as along the railway generally, have been denuded of their forest growth and except for scrub oaks are for the most part bare of trees, however in keeping with the floor of the valley they are covered with a thick grass carpet of luxuriant growth which upon close examination is found to abound in a profusion of color in the great variety of wild flowers characterizing this region of North Manchuria. From the kiosk on the hill top, the Yal is seen in the valley below taking its circuitous course, but visible only in spots as it emerges in the open country from the trees and shrubbery which cluster along its banks. Except for a few exposed house tops, the resort appears to be buried among groves of trees. At the southwest and somewhat distant from the town of Cha-lan-tun there is a Chinese settlement comprising several hundred persons, the only substantial evidence of Chinese habitation in this section. Throughout this region there is but little semblance of cultivation, in fact one of its outstanding characteristics is its wild uncultivated and uninhabitated appearance, nevertheless it abounds in a potentiality of agricultural wealth. Except in isolated spots, little cultivation is done. In proximity to the railway much of the wild grass is cut for feeding the cattle, as this is the main industry in this section of North Manchuria and is, for the most part, under the control of Mongols scattered about in nomadic settlements, apparently well able to protect themselves from the attacks of the Hung-hu-tsz bands or brigands, which infest certain sections of North Manchuria. The Mongols are able horsemen, wonderfully well trained shots and possess many of the characteristics of the North American Indians. To the sojourner at Cha-lan-tun, a visit to a Mongol camp is well worth while. One is puzzled as one travels along the railway in this region as to whether he is in Mongolia or Manchuria. By some he is informed that the boundary line embraces a certain section crossed by the railway, and by others that this line is further west. It would appear that the Mongols carry the boundary line with them as they drive their herds of cattle over the valleys in this region. Politically, this area is embraced in the territory of the Military-Viceroy at Mukden, although under the immediate jurisdiction of the governor of Hei-lung-kiang province.

Cha-lan-tun is one of the division towns of the Chinese Eastern Railway. Normally it has a population of about 200 Russian employees of the railway. It enjoys an excellent electric light system, good modern sanitation, through a system of septic tanks for sewerage disposal, a splendid supply of clear cold mountain water, certified as fit for consumption at the taps in the houses, a local telephone installation, several squares laid out in parks including one with facilities for band concerts, ice storage, a theatre, and a church. Streets are well laid out and lined with trees, although there are evidences of few wheeled vehicles. The motor car and ricksha are strangers to Cha-lan-tun and vicinity. The town and its improvements are the property of the Railway. The hotel operated by the International Sleeping Car Company is comprised of two large, two-story dwelling houses and a bungalow restaurant or casino with a spacious veranda opening into a grove of trees and capable of dining several hundreds of people. Here upon this veranda, a Russian orchestra plays daily at luncheon, tea and dinner for the guests of the hotel. American jazz has found its way to this spot as it has to all other corners of the earth. There is however no formality about the social life of the resort. The hotel also lets out for the summer months, nine cottages, which comprise 65 rooms available for summer guests. These cottages are very substantially built with heavy brick walls and equipped for use in the winter as well. They are provided with spacious verandas and gardens. Those situated upon the bank of the stream are, naturally, more popular for summer guests, the majority of whom take their meals at the restaurant.

The most attractive feature of the resort is its bathing pool. For this purpose a branch of the main stream has been dammed and sandy beaches improvised. The pool is irregularly shaped with a perimeter of about 500 to 800 feet. Its maximum depth is 8 feet. The water runs over the dam a fall of three or four feet. The falls are illuminated at night as is also the trail leading to the kiosk on the hill overlooking the resort. On the beach about the pool, there are canvas canopy bathing houses, reclining chairs, and other facilities for bathers and on-lookers. The heat of the sun is never so intense as to deter bathers from lying about at mid-day on the sandy beaches sunning themselves and vying with one another in developing a deep coat of tan, which seems to be an objective of the fair visitors to the resort. The temperature of the water ranges from 15 degrees to 21 degrees, Reaumur (65 to 80 degrees Fahrenheit), during the middle of the day for the summer months. As the river is fed by numerous springs along its course, it is always cool. The pool may be extended in size as the resort grows in popularity.

A few hundred yards distant from the pool, runs the main stream of the river. Here one finds many beautiful natural bathing pools varying in depth from several feet to two or three yards. Numerous picnic parties will be found along the banks of the river where wood for camp fires is plentiful and where in the shade of the trees on sunny summer days potatoes baked in ashes and fresh venison grilled over coals tastes better than indoor luncheons.

For the devotee of the rod, the Yal River affords delightful trout fishing, of the beautiful rainbow variety, Pike, graylings and ell-ponts also may be caught. In some of the deeper holes, salmon fishing offers good sport. To secure good trout fishing, one must take a train fifteen to twenty miles beyond Cha-lan-tun. In making these excursions, it is well to secure the company of a Russian or Mongol companion or guide, which is not difficult to arrange. Excellent fishing spots will be found in these regions, not only from a scenic viewpoint, but also as to the possibilities of a good catch. Rainbow trout measuring from ten to twenty inches can be landed and twenty to thirty pounds secured as a day's catch. In spring and early summer they will take the fly but during the middle of the summer, they take only to grasshopper bait. The country abounds in a great variety of grasshoppers, the catching of which may develop into a good sport in itself. One may become an expert after very little training, both as to ferretting out the choicest specimens and catching the liveliest. It is said that an expert can detect the variety of tobacco used by the different hoppers and select that which appeals most to the palate of the particular fish he would land. There is probably no recreation which is so engrossing and which will so completely take one's mind from everything else as wading down a beautiful mountain stream casting for trout, when the fish in the stream are known to abound in sufficient numbers and to be of such a size as to be encouraging. A day at this sport passes as but a few hours and when one sits down after a successful day's catch to a feast of freshly caught trout, prepared over a camp fire, along side of a beautiful clear mountain stream amidst the trees, wild flowers and rocks and listens to the music of the birds accompanied by the rippling waters, with memories fresh in mind of the rapids he forded and the pools which yielded him his best surprises, he is prepared to challenge Sherry's or the Blackstone to serve him a meal which he will eat with greater relish than this under a twilight sky and in a world far removed from human habitation. Truly he retires that evening in his tent on the banks of the stream, between his blankets laid over a thick soft mattress of newly cut grass, at peace with himself and with the world, and thoroughly content in that he is enjoying a real vacation and genuine recreation.

It is recommended that the visitor to Cha-lan-tun desirous of securing the most enjoyment from his excursion, provide himself with a collapsable canvas canoe, known in Canada and the United States as an "Indian" canoe. These can be secured through American or Canadian sporting goods houses at a cost of possibly $65 to $80 gold. With such a canoe you may go 15 or 20 miles by train, put the canoe in the stream and journey 8 or 10 miles with rod and gun and fish and shoot as opportunity offers. There is a possibility that those in charge of the resort will secure some of these canoes and rent them out during the season.

To the one who prefers the gun to the rod, Cha-lan-tun offers equally good satisfaction Black or heather cock, pheasant, partridge, quail and duck shooting can be secured, but here again one should take the train two or three stations above Cha-lan-tun to get the best results. The more ambitious may go in for deer, elk or wild boar. During the summer, the grass is so high and the birds lie so close, that one must have the use of a good dog. On the plains, in hunting for birds, one would do better to use a pony, as the grass is so

high that otherwise it will be most difficult to keep an eye on the pointer. Good Mongolian ponies can be hired. Fortunately the ground is not infested with squirrel holes, hence there is no danger attendant upon using a pony in the grass. There are marshes and pools but these can be encircled. Often one will put up a few ducks from one of the pools or find snipe in the marshes. Some enterprising hunter will some day go about this country with a Ford car and several good dogs. In addition to securing a rattling good bag of game he will have the added sport of covering a virgin territory over a surface hidden under a thick growth of grass, with a motor vehicle. The Mongols, Chinese and Russians in these regions drive their four-wheeled springless wagons over the country, often departing from any semblance of roads, which should be ample evidence of the ability of a "fliver" to cover the territory probably in much less time and with more satisfactory results.

One who would go on fishing or shooting excursions should provide himself with a mosquito net to drop over his hat down around his face and neck, for during the few hours before dark, the mosquitoes are likely to be troublesome, although they do not seem to poison and they are easily killed. After dark the cool of the night seems to discourage them from further activity. They are worse in some places than others. It is not well to depend upon shops at Cha-lan-tun for ammunition, fishing gear or any other sporting goods, as in fact Cha-lan-tun shops are few and carry only limited supplies of groceries and notions.

The country around about Cha-lan-tun is well adapted to riding, both over the trails and through the grass. The Mongols in this region possess splendid ponies and the resorts offer some for hire, although the rents are high. One would possibly do well to purchase a pony which can be secured from $50 to $75 silver, and fed very cheaply, good grass is plentiful. He might dispose of it after using it during his sojourn at the resort at no considerable loss.

For those who have neither the disposition nor the facilities for indulging in fishing or shooting, Cha-lan-tun affords, besides its bathing, opportunities for tennis, excursions for the gathering of wild flowers or wild berries as also delightful walks along the river and in the hills. For children it is an ideal place, as canoeing, bathing and boating are particularly attractive to them. The place is devoid of infectious or contagious diseases. Dysentery, malaria, and typhoid do not seem to exist. The water is safe. Milk, butter and cheese can be secured fresh and in plentiful quantities. A resident physician attests as to its quality and safeguards the sanitation of the place.

For those who would do their own house-keeping, the market furnishes poultry, eggs, beef, game, potatoes, vegetables and bread at lower prices than obtain in Shanghai or Tientsin. The climate is exceptionally good. Sun helmets are not used, as there is no danger from sun stroke. At times the middle of the day is hot, but not oppressively so. The resort boasts of cool evenings and cool nights throughout the summer. In latitude, it corresponds with Victoria, British Columbia.

As for the time and expense involved in getting to Cha-lan-tun, it is 9 hours by train from Harbin which is 46 hours from Peking. From Shanghai it is about 72 hours, which is closer in point of time than are most of the resorts in Japan or in Kuling. From Harbin a round trip first-class ticket costs $51.50 silver and second-class, special summer rate, $19.20 silver. First-class sleeping berths from Harbin are $6.00 and second-class $4.50. Second-class accommodations are distinctly comfortable and satisfactory. Over the Chinese Eastern Railway the free baggage allowance is limited to one pood, 36 pounds, for each ticket; the excess baggage from Harbin to Cha-lan-tun is charged 35 silver for each 10 pounds. Over this railway, children under five years of age are carried free and those between five and ten at one-half fare. A round-trip ticket from Peking to Harbin costs $120.78 silver, first class; $75.82 silver, second-class, with charges for sleepers, Peking to Mukden, first-class $3.00, and second-class $2.00, over the South Manchuria Railway, from Mukden to Chang-Chun, first-class $7.00, and second-class $4.50, and from Chang-Chun to Harbin, first-class $6.00, and second-class $4.50. The round trip rate from Harbin to Shanghai is $205.50, second-class $129.50 silver.

As for hotel accommodations at Cha-lan-tun, the Company charges at the rate of Gold Roubles 2.50 per day for a room in a cottage and one-fifth of this amount for each extra bed. On a monthly basis the price of a room ranges from $30 to $60 silver, depending upon the size; they are furnished complete. The present accommodations at the resort will take care of about 120 guests at any one time. At the restaurant or casino, meals are furnished on a choice of two menus. The first being rather elaborate, costing $100 per month and the second, which is limited, costs $60 per month. A guest at the resort may purchase a season ticket at $7.50 per month, which entitles him to the use of the bathing pool, boats, tennis and croquet courts, facilities for sun bathing, and the amusements at the Casino. The expenses incident to a sojourn at any of the other health resorts along the Chinese Eastern Railway would differ very little from those outlined above.

The currency in use in Northern Manchuria is Chinese silver dollars, the provincial issues of paper currency of the Three Eastern Provinces which circulate at par per dollar as well as per fractions of a dollar. The Banks of China and Communications of Harbin have note issues in circulation. The Bank of Chosen yen notes are also a considerable factor in the currency of Northern Manchuria. The International Banking Corporation the Russo-Asiatic Bank and the Hongkong Shanghai Bank have their branches in Harbin.

North Manchuria offers to the residents of other sections of China a complete change of environment, a splendid summer climate and healthful conditions for both rest and recreation.

Harbin, September 8, 1923.

North Siberian Trading Routes

BY JOHN A. COOK

THE prolonged conditions of the world's economic crisis set both the German and Russian commercial men thinking some three years ago of means to surmount to a certain degree this abnormal state of affairs. The territory that was singled out for exploitation, on account of the inexhaustible supplies of raw materials it possesses, was Siberia, which owing to its special geographical situation, so far, has always remained inaccessible to the average commercial man, at least, that part of it that lies to the north of the great Siberian railroad that connects Europe up with the Pacific.

That these enormous tracts of north Siberian territory should have remained unexploited in normal times was due to the fact that no energy was displayed to discover them and connect them up with the commercial world as only sea transportation by ocean going steamers carrying such quantities of goods as can have some visible significance in the world's consumption, can possibly render such an undertaking a financial success. This is the real reason why such an enormously rich country as Siberia has remained almost unknown, to European traders, especially to the shipping world. It took the Great War to prove that the Arctic Ocean as far as Archangel was accessible to ocean going steamers and this, it may be stated, has served as the nucleus for the promotion of the new scheme to establish steamship communication between the Atlantic Ocean and the Bering Sea through the Arctic Ocean.

The distance from Vladivostock to Hamburg by sea via the Orient is 22,150 kilometres whereas by rail through Siberia it is only 11,700 kilometres, but railroad freight is costly and the north sea route via the Arctic Ocean by steamer will not exceed the distance of the railway route very much, but will be undoubtedly cheaper in freight rates. At the present moment, when the east European markets have completely disappeared from the equilibrium of the world's trade, all hopes are being centered on Siberia more than has ever been done in the past.

Russia's population has suffered from famine, her production is drained, the means of transportation are almost ruined and she herself is incapable of getting on her feet without Siberia's assistance. In addition the restoration of Russia as a trading country is necessary for the recovery of the whole world's economic status. Siberia did not suffer economically from the war and subsequent revolution to such a great degree as Russia did. The products necessary for the restoration of rural economies such as raw materials, food stuffs, cattle, gold, etc. are still in Siberia, but in order to supply Russia, Germany and other European countries with Siberia's raw materials and food stuffs, to which latter territory, on the other hand, foreign goods must be imported, a means for the transportation of these goods must be found that will permit of direct through communication without transshipment.

Prior to the Great War, Siberian goods were dispatched to Russian harbors on the Baltic Sea, but the Russian Volunteer Fleet to-day is scattered all over the world and the bulk of it is still in the hands of certain enemy countries. Owing to the disorganized condition of the railroad and the risk attending the dispatch of goods by rail, this means of transportation in all probability will be closed for some considerable time to come. The exchange of goods and

values represents the commencement of the awakening of a dying country, but how is it possible to expect from the population of Russia the transportation of goods and values to Western Europe when that very population has not yet recovered from the effects from suffering from a prolonged famine? Thus, under these circumstances the North Arctic Route with its approach to the Siberian rivers shoots into primary significance, as possessing the greatest economic importance in the world.

The rivers of Siberia all flow to the north and empty themselves in the Arctic Ocean. They are navigable far into the interior of Asia and thus western and part of eastern Siberia are linked up with the shortest sea route with China. Communication with western Siberia via the Arctic Ocean is effected by the rivers Ob, Irtysh and Yenessai and forms the shortest passage for direct communication with Europe The difficulties that lie in the path of sea communication with the estuaries of Siberia's navigable rivers are first floating ice and second landing approaches, but they are not insuperable. The ice after it has been broken up by the summer weather floats in all directions at the mercy of the winds and bars the passage of the steamers at the points of entry into the Sea of Kara. In general the ice flows south and is held by the Islands of Novaya Zemlya and Vaygateg and also by the Yalmal peninsula, in most cases blocking the free passage for steamers, so that the entry into the Sea of Kara depends for the most part on the direction in which the wind blows. For instance, when the ice blocks up the southern inlets of Yougorsk and the port of Kara, then, generally, at that time, the northern inlets of St. Matthew Strait and the extreme north part of Novaya Zemlya are generally free from ice. During the past three years when trial trips have been in progress to test the efficiency of the scheme, communications with the entrances to the rivers of Siberia have been effected by the steamers directing their course to the north of the port of Kara or Yougorsk Point, keeping the shore in waters free from ice, via Yalmal rounding White Island, until Nahodka Bay is reached on the river Ob, or the Brekhovsk Island on the river Yenesai, where the exchange of Siberian goods for European manufactures is accomplished by means of lighters, The loading of goods into steamers at the above-mentioned places, however, is performed under extremely unsatisfactory conditions. Large ocean going steamers are unable to approach the shore on account of the numerous sand banks and consequent upon this much valuable time was lost during the first attempts as workmen had to be taken alongside in boats. These workmen live under almost impossible condition (fully 75% of them fall ill) as they must be taken down to the place of loading when the river rises and as there is no, accommodation for them their sufferings are indescribable. Owing to the complete lack of habitation on the shores and the question of erecting ports, constructing warehouses, etc. require considerable capital, to say nothing of the difficulties attending navigation in the sea of Kara, the following scheme has been adopted, so far, in order to overcome the chief difficulties, until proper landing arrangements and storage are provided. Steamers do not enter the Sea of Kara, but unload their freight at one of the following points which serve as the base for continued transportation according to the most suitable route. These points are: Matochkin Point in the north, port of Kara and Yugorsk Point in the south. Specially constructed lighters, into which the Siberian products are loaded, leave Tobolsk and float downstream (north) to Obdorsk, at which place the pilot waits for the first favorable report from the observation stations regarding the position of the ice. These stations are being erected on White Island and other places. On receipt of favorable reports the train of lighters piloted by one or more ice breakers continues its route to White Island, keeping in touch all the time by wireless with the stations which transmit reports regarding the movements of the ice. On reaching White Island, the pilot then determines which route to take, either to the north or south. The construction of these meteorological and hydrological observation stations has necessitated the formation of what is called The Russian Committee on the Trans-Arctic Sea Passage, having as its object the establishment of free commercial navigation in the Artic Ocean along the shores of Siberia in order to open up this country's inexhaustible supplies of national resources and establish broad economic sea communications and connections between Europe and America.

The solution of this gigantic undertaking has been bequeathed to the present generation and although the scheme is still in its infancy (this is only its fourth experimental year), it can be asserted that notwithstanding certain preliminary failures, the general impression is that the possibility of opening up a through sea passage between America and Europe through the Arctic Ocean, with calling stations on the shores of Siberia, has now finally come to stay. There have been countless historical and heroic expeditions in the seas of the Extreme North. Centuries have passed with their successes and failures; scientists with indomitable faith in the solution of the Arctic passage have perished; venturous commercial enterprises risking their wealth on the north have gone bankrupt but in spite of these, experience gradually acquires the mastery of the situation and what seemed impossible before today requires but a short extension of time to accomplish and so the Russian Committee has entered on a broad systematic plan determined to conquer the problem of a direct sea route via the Arctic Ocean. The plan may be divided into three parts, of which the first includes the solution of navigation in the western part of the Arctic Ocean through the Gulf of Novo Zemla, the Sea of Kara to the estuaries of the rivers Ob and Yenesai, and to render this navigation profitable commercially. The second part of the scheme consists of the realization of the same object in the eastern part from the Pacific Ocean to the Atlantic through the Bering Straits, Sea of Kara and the Straits of Novaya Zemla, to the shores of Europe, while the third stage of this great problem is to establish free steamship service along the shores of Siberia and make it a success financially. The execution of each individual task calls for almost supernatural genius, broad scientific work and practical application of the results obtained from said work, enormous expenditure of capital and unfailing determination to succeed. The territory under consideration is ice bound for many months of the year during which continuous night reigns. It is open only for a few months in the summer season. This has to be converted into living oases. Shore stations, fitted out with radio, telegraph, hydroplane and coaling stations. In addition, stocks of provisions and ice breakers must be maintained along the sea board, on the Straits of Novaya Zemla, on the peninsula of Yalmal, on the White and Liakhov Islands and in the Bays of Yenessai and Ob. These stations will serve as observation centers for the study in each specific district of the movements of the floating ice, alterations in temperature and all other natural phenomena relating to both the sea and land and thus afford assistance to passing steamers and in addition supply steamers and expeditions in case of need with coal, provisions and all necessaries for scientific work and navigation. The erection of the stations is now being pushed forward very expeditiously and the route is being studded with radio-stations and each year brings the realization of the practical issue of the scheme nearer completion. The second matter of importance towards rendering the enterprise a success is the hydrographic study of the sea routes, also, in particular that of the entrances to the estuaries of the rivers. This study has been pursued of late with excellent results and the discovery of a bay at the mouth of the river Ob, which amply permits ocean-going steamers of a suitable draft to enter, figures as one of the results. The construction of a new port at this bay has now been definitely decided upon. In proportion as the question of safe navigation for shipping has been secured and docking facilities at the mouth of the rivers duly established, the Committee intends to construct warehouses, etc. for the storage of goods delivered from the interior of Siberia and likewise from foreign steamers. In this connection much progress has already been achieved in the matter of constructing the port of Yenessai. These ports of course will display a business activity only during the very short summer or navigation period, which is not more than two months on the Sea of Kara and only from the middle of June to the end of September, that is to say, not more than three and a half months at the estuaries of the rivers. However, in time these ports will become the important live centres for the whole of the North Siberia's new economic creative power.The Ust-Yenessai port serves as an example. Already considerable trading is being carried on in coal, scientific and industrial research work are in progress, great interest is being displayed in fishing, fur bearing animals and reindeer breeding will soon follow. Lastly, these ports will serve as resting places for the world's explorers of the north, both on land and on the Arctic seas. In addition, the prospects of crossing the north pole by airflight is receiving considerable attention and in this direction these stations can prove to be of considerable assistance.

The existing system of conducting barter between the Russian expeditionary river steamers and the European steamers is greatly hampered on account of the re-loading of the freight from the river steamers into the oceanbound ones, which calls for the timely arrival of both these steamers at a given point and also owing to the exceedingly cumbersome arrangements for handling the freight. They are very costly and preclude the possibility of accomplishing two runs during the navigation season. However, this difficulty is destined to become a feature of the past as arrangements are under way to eliminate this and steamers will not be caught in future by the frost and held ice-bound on their homeward journey. Simultaneously with the work of careful hydrological exploration of the seas and straits and bays

that will ensure safe and continuous sailings, the work of improving navigation on Siberian rivers must be pursued so as to established a powerful river tonnage, shorten the duration of the sailings or runs from the trading centres on the Siberian rivers to their estuaries, supply both the river and ocean steamers with fuel—coal—and fit out the river piers with elevators and storage accommodation and approaches. The foregoing is but a very short description of the work already in progress of stage No. 1 of the scheme to conquer navigation on the Arctic seas. The Committee working on this problem has already instituted a regular system of barter between Siberia and Europe for the past four years (1919-1922) and the success of the enterprize and the accuracy of the methods adopted are now well secured. The exceptional difficulties encountered during the performance of this venturous and hazardous work not only from natural causes alone, but chiefly from the abnormal conditions under which Russia has been existing in recent years have rendered progress slow and nothing has as yet been attempted or undertaken in connection with the realization of the second part of the programme, but this should not now present so many serious drawbacks as did the first part of the scheme because navigation along the eastern shore of Siberia is incomparably easier and safer from the view point of natural obstacles and the attempts at navigation in that part of the Arctic in the past have been carried out more successfully than that of the west. In short, the Committee has at length mastered the most difficult problems that threatened success of the undertaking. When it is borne in mind that the Lena Borderland and the territory of the north-east of Siberia abounds in natural resourses, it is easy to imagine the role which these two districts are destined to play in the future when they can be reached by modern merchant shipping. It is believed that the east will prove to be much more profitable than the west. Plan No. 3, namely the establishment of stations at suitable places along the eastern shores of Siberia to act as centers for the concentration of raw materials and products for export in exchange for articles of manufacture from abroad will be solved immediately through navigation has been established from both ends of the Arctic Ocean.

The modern appliances which alone can accomplish the task of conquering the North are radio-telegraph, coal, provisions, squadrons of hydroplanes and ice-breakers, scientific research work, hydrological expeditions and close study of climatic conditions, etc., all of which together with the indomitable courage of enterprising mankind will rouse the slumbering North from her lethargy of countless centuries and transform these dreary tracts of territory into living oases lit by electricity during those long wintry nights, while in summer, when night is unknown, large modern steamships flying flags of various nationalities will steam past on their route bound east or west and coasting trampers will ply their runs collecting freights for foreign markets. The trading operations during the past years by the Arctic Passage to north Siberia have been confined exclusively to Europe, with such countries as England, Switzerland, Germany and Austria participating in the scheme of barter. The raw goods supplied by Siberia for exchange consist of raw hides, wool, furs, flax, horse, wax, feathers, sheepskins, asbestos, raw products for medicinal production, oils, etc. etc., while on the other hand the goods supplied by Europe were chiefly agricultural machinery and spare parts for same, scythes, sickles, binder cord, tanning extracts, borax, coconut and palm oils, fishing tackle, hunter's requirements, instruments, tin, lead, babbit, paints, office supplies, typewriters, lamp globes and articles of wear, etc., etc.

Chita. Siberia, August 20 1923.

Mr. Sokolsky Returns from Tokio Disaster

George E. Sokolsky, who was in Japan at the time of the earthquake returned to Shanghai on Sunday evening aboard the *s. s. Andre Lebon*. Mr. Sokolsky at the time of the earthquake was visiting in Tokio preparatory for a departure for Kamakura for the week-end. During the morning he was in the offices of the *Japan Advertiser* building when without warning the building started to rock, and people started running, dodging falling debris and buildings all about. It is worthy of mention in this connection that members of the staff in the *Advertiser* building remained on the scene, fighting the flames on the roof of the building for a stretch of five hours attempting to save the building, which was useless.

B. W. Fleisher, editor and publisher of the *Japan Advertiser*, and *Trans-Pacific* magazine, was at the time of the earthquake in Karuzawa as was his entire family. While his office was entirely wiped out, only his residence was slightly demolished. He is planning to reopen his office at the earliest possible date and carry on his work.

Dr. Schurman on the Chinese Eastern Railway and Its Status*

After thanking the Board of Directors for the courtesy and hospitality which they had extented to him in providing a special train for his trip over the Chinese Eastern Railway, and congratulating them upon the condition of the road, the efficiency of the railway service and its comfortable and even magnificent equipment, the minister remarked that railways had in modern times played a most important part in opening new countries, as was amply testified by the history of the United States of America and also at a later date by the history of Canada and of Argentine.

He then called attention to the circumstance that in spite of the service the railways rendered to their respective communities, inevitable conflicts sprang up between them. These generally took the form of disputes ever discrimination with respect to localities, commodities, and shippers, secondly to overcharges for freight and passenger traffic, and, thirdly, to the exercise of political power and influence on the part of the railway.

He said that the problems of discrimintion and overcharges had been settled in the United States by the creation of a Government Railway Commission. As to the exercise of political power and influence on the part of the railways, it had also been met by popular agitation and even by protective legislation, although he believed that democracies, if they were not very watchful, were always menaced by big aggregations of capital, whether engaged in transportation or manufacturing.

The Minister said that he had heard no complaints that the Chinese Eastern Railway practised discrimination with respect to shippers, localifies, commodities, or the use of cars. This would be regarded as most remarkable in America, and Americans would find it still more astonishing that instead of being accused of making its freight rates too high, the Chinese Eastern Railway had been criticized for making them too low, this being in pursuance of its policy of securing and developing business. On the other hand, the Chinese Eastern Railway seemed not to have escaped the charge, with which in America the public was very familiar, of assuming governmental functions in the administration of railway business, though he said that this charge, so far as he had heard it, mainly referred to events in the past and that, so far as it referred to the present time, it was claimed in reply that the railroad administration had kept strictly within the limits of its charter.

The Chinese Government entered into an agreement in 1896 with the Russo-Chinese Bank, whereby the Chinese Eastern Railway Company was created for the purpose of building and operating the Railway. Article XII of the 1896 contract provided that the Chinese Government transfer to the company the complete and executive right to operate the line on its own account and risks, so that the Chinese Government would in no way be responsible for any deficits whatever of the company during the time allotted for the work and thereafter for eighty years. For many years the railway company was faced with actual deficits, and it is a matter of common knowledge that these were met by the Russian Government. In this way enormous amounts of Russian government funds have been sunk in the line

Thus behind the Bank stood the Government of Russia, whose policy it was to have the trans-continent line from Moscow to Vladivostok run in this part of the world through Chinese territory. That Russian Government, however, has passed away and, internationally speaking, no other government has taken its place. In the meanwhile China actually extended her jurisdiction over the railway. To regularize this situation, the powers assembled at the Washington Conference, which conferred great benefits on China and passed a resolution holding China responsible for the obligations toward the foreign stockholders, bond holders and creditors of the Chinese Eastern Railway which devolved upon her both as a result of the contracts under which the railway was built and also as a result of the exercise of power by the Chinese Government in the nature of a trust over the possession and administration of the railroad.

In accordance with this policy formulated by the Washington Conference, the Governments of Great Britain, France, Japan and the United States of America recently made representations to the Chinese Government expressing their disapproval of the proposal of the local Chinese authorities summarily to take over the Land Department of the Chinese Eastern Railway and place it under a newly constituted

*This report of Dr. Schurman's address made before the Railway Club at Harbin on September 6, is from the *Russian Daily News* of Harbin.

Chinese Land Department. The proposal was characterized by these Governments as a departure from the established conduct of the affairs of the Railway, which might result in the impairment of existing rights as well as a contravention of the spirit of the resolutions of the Washington Conference. The note also pointed out that the proposed action might give rise to uncertainty on the part of the Treaty powers as regards the intention of the Chinese government to maintain its express obligations effecting foreign interests.

Here, then, we have a situation which menaces the interests of China, of the foreign Powers, and of the Chinese Eastern Railway. I do not discuss the question whether the titles of the railway to the lands it has held undisturbed for a score of years are all of equal validity. I do not raise the issue whether any agreement should or should not be made between the Chinese authorities and the Railway for the retrocession of some of these lands. I do not inquire whether the Railway needs these lands or whether its contracts with the Chinese government made any distinction between lands needed for the railway tracks and lands it used for other purposes. I do not attempt to pass upon the claims in this issue.

Some people tell me that the local Chinese authorities did the right thing but did it in the wrong way. Others assure me with equal emphasis that they did the wrong thing. I pass over these and similar asseverations. I put myself on an entirely different platform. I say that a grave issue has been created, no matter how or by whom, and that as reasonable and peace-loving men we should prevent its becoming a cause of injury both to China and to the Railway, and an occasion of international embroilment. I declare most emphatically that the duty of all of us—China, foreign nations, and Railway—is to go back as near as we can to the position in which we all were prior to these unhappy events. Then let us aim at a satisfactory solution of the problem in a satisfactory way.

How is that to be done? Why, we must do it by respecting fundamental principles and with due regard to the claims of the several parties. You say that this is not possible. I reply that all things are possible to men of good will and of a reasonable spirit. Civilized men settle their differences by conference by adjustment, by mutual concession subject only to the inviolability of fundamental principles of right. You ask what principles are involved. I put first of all this one: There must be no invasion of the integrity of the sovereignty of China. If the railroad has done anything outside of its agreement with the Chinese government that infringes the sovereignty of China, the matter should be investigated and a remedy found. I sympathize entirely with the aspirations and desires of the Chinese people to retain the mastery of the destiny of their own country, I am glad to remind you that the primary aim and the fundamental result of the Washington Conference, so far as China was concerned, was to reassert and strengthen the political administrative and territorial integrity of the country.

In the second place I have to remind you that moral principles are binding upon all nations, and that contracts and agreements are equally binding on those who enter into them, I may need my neighbor's property more than he does, but I am not on that account free to take it. In business too, merchants must carry out their agreements of purchase and sale, although fortunes may sometimes be gained by repudiation. Right is right, and all men are subject to its dictates.

In the third place I would point out that the only proper way to abrogate or modify unpopular or disadvantageous agreements and contracts is by the consent of all the parties to them. To that end conferences and discussions are the natural means. If the Chinese local authorities want to take back some of the lands hitherto held by the railroad under the terms of its agreements, the obvious course would be for them to present their demand to the Board of Directors of the railroad setting forth the reasons for them, and requesting earnest consideration of the matter. If the agreements which hitherto have protected the railroad in the enjoyment of its lands are no longer valid, let the defects in the instruments be pointed out and the opinion of experts secured, and the fullest and fairest investigation provided for.

In the fourth place I venture the declaration that there is one thing that must not be done—must not be done in the interest alike of China and civilization, and that is, resort to military force as a substitute for law and justice, whose organs are conference, discussion and impartial hearings. Such a course would be a reversion to the methods of barbarism. It is a course which China with her ancient and noble civilization, her love of peace and justice, her aversion to war and force, cannot for a moment contemplate. Such a course, while at variance with Chinese ideals and sentiments, would also be in its ultimate results extremely dangerous. No one, therefore, can persuade me that China will be a party to the ignoring of agreements or that China will adopt the policy of making force the supreme principle for the settlement of international and political affairs.

I have set forth what seem to me the leading principles which govern the present case. China is entitled to whatever gain the application of these principles may yield her, just as the Railway is entitled to whatever security they guarantee to it. These principles will safeguard not only the sovereignty of China but also her landed possessions wherever she has not already temporarily alienated them for the facilitation and encouragement of the railway transportation. The great point is that what has already been agreed upon and fixed in contract cannot now be altered without the consent of both parties to the contract. Here also, as in so many other cases, the experience of the United States of America is enlightening for China. In the past, the American government granted lands, and mines, and lumber to railways and other corporations. The present generation thinks it was a mistaken policy. Our fathers thought it was the only way to secure quickly the transportation and economic development which they felt the country needed. I do not care to say whether we or our fathers were the wiser, but in the United States, whatever views may be held on that question, everybody agrees that the grants of land and other natural resources lawfully made in the past cannot be recalled.

Indeed, the sanctity of contracts is formally guaranteed by the Constitution of the United States.

But, in all human affairs we have to take account of the effect on the position of the individual himself—"face", as the Chinese call it—as well as, fundamental moral and political principles. In the present instance, action has already been taken by the local Chinese authorities, by foreign nations, and by the Railway. In a measure they have all committed themselves. Yet I believe the way of peaceful, reasonable settlement is still open. The first thing necessary is that no more diverging steps be taken by any of the parties. This would prepare the way for the second step. That step, in my opinion, it as indispensable as it is urgent.

Do you ask what that step is? I will tell you, I propose that the Land Administration which has just been created by local Chinese authorities, but which the officers of the Railway refuse to recognize, suspend all its operations and activities until the claim of the Chinese authorities to the ownership and administration of the lands hitherto held and administered by the Chinese Eastern Railway Company has been formally presented to the Board of Directors of the Railroad, along with the grounds and the reasons upon which the claim rests. I urge a full and frank discussion between the two parties to the dispute. I should be hopeful of good results from a conference in which regard for actual facts, common sense, the spirit of accommodation, and devotion to justice and right actuated the participants.

If, unhappily, consulation and conference failed to evolve a satisfactory adjustment of the dispute, there is happily open a mode of settlement which each party must be ready to accept—the more ready, the stronger the confidence each possessess in the justice of its own claim. I mean an appeal to law, which is the foundation of all civilized society, and the basis, on the political side, of all human civilization. Whoever rejects the legal determination of his claim under a contract proclaims in advance the weakness of his cause. The present trouble has arisen in connection with a matter which is embraced in agreements between the Chinese government and the Chinese Eastern Railway Company. The settlement of the trouble can be effected by the interpretation of the relevant clauses of those agreements and their application to the point in dispute by competent authorities in whom both sides have entire confidence.

Gentlemen, this is not merely a dispute between a railway company and a couple of remote Chinese provinces. You are staging a drama of which the actors are the Republic of China and the Great Powers of Europe, Asia and America. Nor is this a petty quarrel about the ownership of some one hundred thousand acres of land. You have raised the most momentous issue that was ever presented to the civilized world, the issue between force and legal rights.

Gentlemen, I voice the sentiment of the civilized world when I plead with you for delay, for consideration, for conference, for a legal determination of contractual rights. And I ask all parties to bow to the majesty of the law.

Japanese Loans to China

Reprinted from the British Chamber of Commerce Journal

The following is a statement of Japanese loans to China, in units of Yen 1,000:—

	Date of Contract	Amount borrowed	Creditor	Security	Remarks.
Loan to the Bank of Communications	28-9-17	20,000	Industrial Bank of Japan, Bank of Formosa, Bank of Korea	Govt. Treasury Notes. $25,000,000	The duration of the loan was fixed at 3 yrs., but afterwards extended for 2 yrs. Further extension is becoming negotiated for.
Metropolis Flood-Relief Loan ..	22-11-17	5,000	10 Japanese banks, apart from the Industrial Bank of Japan	Revenue of Native Custom stations of Lintsing, Shantung	Duration originally 3 yrs. but extended to June 30, 1926. The loan, however, was repaid in March, 1922, with the "96 Million" bond. (See Note below.)
Telegraph Loan ..	30-4-18	20,000	Industrial Bank of Japan, Bank of Formosa, Bank of Korea	Properties receipts of Govt. Telegraph Administration	Duration, five years.
Kirin - Hweining Railway Advance	18-6-18	10,000	Industrial Bank of Japan, Bank of Formosa, Bank of Korea		The advance is to be repaid from the proceeds of this railway loan,
Heilungkiang and Kirin Forest and Mine Loan ..	2-8-18	30,000	do.	Receipts from forest and gold mines in Heilungkiang and Kirin	Duration 10 years.
Manchuria and Mongolia Railway Advance ..	28-9-18	20,000	do.		The advance is to be repaid from the proceeds of the railway loan.
Shantung Railways Advance..	28-9-18	20,000	do.		do.
War Participation Loan	28-9-18	20,000	do.		Duration originally 1 yr.; extended for two yrs., further extension is being negotiated for.
Total ..		145,000			

The Metropolis Floor Relief Loan was exchanged in March, 1922, for a corresponding amount of the 96 Million Loan conditions: (1) $84 face value of the Metropolis Flood Relief Loan is to be exchanged for $100 of the 96 Million Bonds: (2) rate of Interest, 8 percent p.a.; (3) redemption of these bonds, in seven years; (4) security, salt surplus.

Overdue Interest

The following is the overdue interest of the above loans' from the end of 1922 to the present, in units of Yen 1,000:—

Name of Loan	*Rate of Interest p.a.*	*Interest overdue*
Loan to the Bank of Communications	Originally 7½%, subsequently charged to 8%.	Nil.
Metropolis Flood Relief Loan ..	Originally 7%, subsequently changed to 9%.	Nil.
Telegraph Loan	8%	Nil.
KirinHweining Railway Advance	7½%	1,125
Heilungkiang and Kirin Forest and Mine Loan	7½%	Nil.
Manchuria and Mongolia Railways Advance	8%	2,400
Shantung Railways	8%	2,400
War Participation Loan	7%	4,800
	Total	10,725

The following are the actual amount of Japanese loans paid in cash, in units of Yen:—

Name of Loan	*Date of Payment*	*Amount paid in cash*
Loan of the Bank of Communications..	11/10/17	19,605,449
Metropolis Flood Relief Loan	1/12/17	4,762,500
Telegraph Loan	1/5/18	19,671,232
Kirin-Hweining Railway Advance ..	19/6/18	9,625,000
Heilungkiang and Kirin Forest and Mine Loan	6/8/18	29,001,369
Manchuria and Mongolia Railways Advance	28/9/18	19,200,000
Shangtung Railways	28/9/18	19,200,000
War Participation Loan	28/9/18	18,400,000
	Total	139,465,851

Who's Who in China

SIR ROBERT HOTUNG

何東 Ho Tung
何曉生 Ho Hew Sung

Sir Robert Hotung, rightly called Sir Robert, because of knighthood conferred upon him King George V, and his many decorations from the Chinese government, stands out among the prominent men of China, those of the past, present and the future. Born in Hongkong, December 22, 1862 he is the eldest member of a large family. He received most of his early education in Chinese schools, obtaining his training under free tuition, owing to the remarkable progress made and the ambition he showed for higher knowledge. He spent four years in the Hongkong Central School (now Queen's College) learning English, graduating with highest honors in his class. Following this he started his business career, holding a post on the indoor staff of the Maritime Customs, remaining in this positiou from 1878 to 1880. Later he resigned from this position and accepted the position of junior assistant to the compradore of Messrs. Jardine, Matheson and Company, Ltd. While his remuneration was small his bonus at the end of year compensated him enough to remain on there thus gaining valuable experience. Later he accepted the position of the Chinese agency of the Hongkong Fire and Canton Insurance Companies, and acted as chief compradore for this firm for the next six years. Later owing to ill health he relinquished this position in favor of his brother, Ho Fook.

Since that time, Sir Robert has won his way to the highest pinnacles of financial and business success in the Colony which gave him birth, and today he is a very rich man so great indeed is his wealth that he can with truth be described as one of the great pillars of Hongkong's financial strength. His advice is frequently sought by the leading interests of the colony, and he has come to be recognized as one of the shrewdest business men Hongkong has ever known. He is a very large shareholder in the Hongkong and Shanghai Banking Corporation, the Hongkong and Whampoa Dock Company, and other big concerns, while evidence of the value attached to his commercial insight is to be found in the fact that he is a director of several prominent companies, including the Hongkong and Whampoa Dock Company, the Hongkong Electric Company, the Hongkong Tramway Company, the Hongkong Land Investment Company, the Hongkong Reclamation Coupany, the Hongkong Canton and Macao Steamboat Company, the Indo China Steam Navigation Company, the Hongkong Fire Insurance Company, the Canton Insurance Office, and the Kam Hing Knitting Company.

Although Sir Robert's health has not permitted him to take as prominent a part as he would wish in public life and business activity, he is still to be found every day at his private office in the Hongkong and Shanghai Bank Building, where he is always being consulted on matters of business policy and high finance. His own interests, too, as a very large property owner, naturally occupy much of his time. Besides this, Sir Robert is often consulted regarding financial and industrial affairs of China by Chinese high officials and statesmen. He has also large personal interests of an industrial character in North China and Manchuria, this fact demonstrating the wide influence which he wields. Sir Robert's interests in public affairs have been many and varied. He is one of the largest benefactors of the Hongkong University's Endowment Fund, his gifts to this institution totaling no less a sum than $270,000. He presented to the Colony the Kowloon British School, the first civil school for European children in Hongkong, founded a scholarship that bears his name at Queen's College, and in many other directions has aided the cause of learning. Sir Robert was Justice of Peace for Hongkong andthe honor of knighthood was conferred upon him by King George in 1915. Many high decorations have been conferred upon him also by the Chinese government, from the late President Yuan Shih-kai on down to President Li Yuan-hung, who conferred upon him the First-class Chia Ho with Grand Sash.

As a man of knowledge Sir Roberl has traded extensively in Europe and America as well as Asiatic countries. His policy of life consists of straight-forwardness and cautiousness, and he attributes his success in life to honesty, foresight, carefulness, courtesy and perseverance. He is a keen believer in reform and abandonment of bad customs in China, as is shown by his public and private actions.

At the time this biography was written, Sir Robert was interesting himself in a solution of China's present political troubles and was in Shanghai conferring with political leaders trying to bring about a peace conference on the part of the various contending elements.

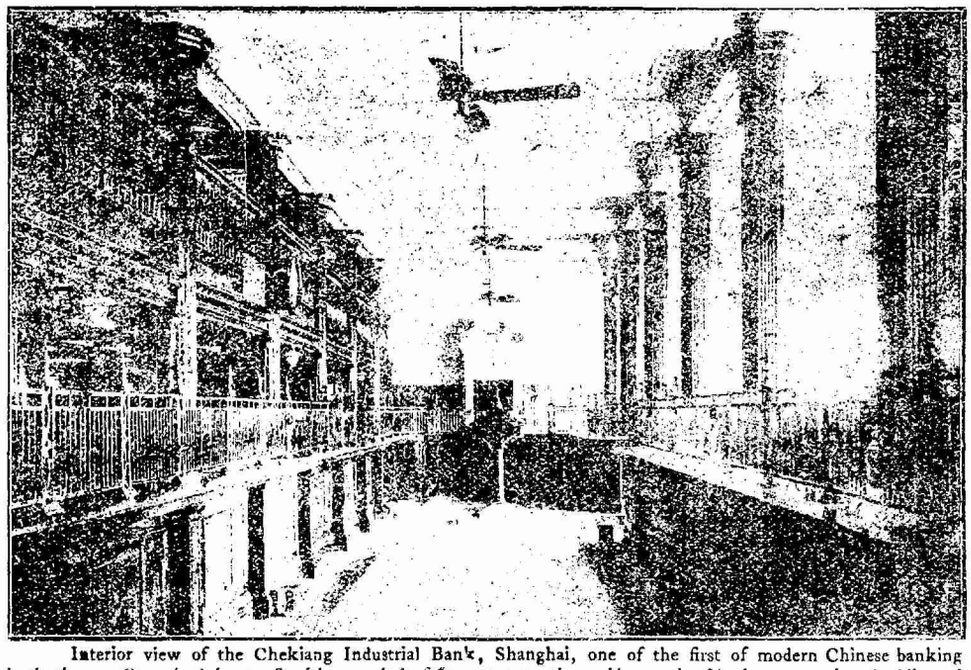
General Ch'e Ch'ing-yun was born at Ching Chow, Chihli Province, in 1881. His determination to become a soldier was prompted it is said by the defeat of China by Japan in 1895. When Yuan Shih-kai began the modern training of troops at Hsiaochan, near Tientsin, he was enlisted in the Engineers' Corp and studied gun-making aud surveying. When the Boxer Trouble broke out, he was detailed to inspect the forces of the Allied Powers. When Russia was a predominating power in the Far East,

General Ch'e Ch'ing-yun 車慶雲字瑞峯

General Ch'e was sent by the government to Siberia three times as a secret service agent. He travelled over the upper reach of the Amur River and visited the important cities east of Ural Mountains. Upon the outbreak of the Russo-Japanese War, General Ch'e returned to China and wrote a book on the military strength of Russia for the information of his own government. For three years during the War, General Ch'e was with the Russian troops along the Yalu River and gained much experience in modern warfare. After the close of the War, he entered the Military Officers Academy and remained there until graduation. He finally became Commander-in-Chief of Defence at Chingkiangpu, Kiangsu. After the establishment of the Republic, President Yuan Shih-kai appointed General Ch'e Commander of the 37th Brigade, with headquarters at Kiangpei. Where he rendered service in the suppression of banditry. In the winter 1912, General Ch'e was made a Brigadier General and appointed High Advisor to the Military Governor, of Kiangsu. In the autumn of 1913, he was appointed director of the Nanking Mint, acting concurrently as the Defence Commissioner of Wuhu. Subsequently he joined General Chang Hsun as Chief of Staff, but retired soon after. In the spring of 1918, General Ch'e was appointed Military Advisor to the Tuchun of Heilungkiang and Commander of the Chinese Eastern Railway guards. In the autumn 1919, he was transferred to the capital of Heilungkiang to become Chief of the Provincial Police Administration and also Chief of the Tsitsihar Port Police. In 1920 he was called to Peking and became a Junior Member of the Chiang Chun Fu, and Military Advisor to both the High Inspector General of Chihli, Shantung and Honan, and that of Hunan and Hupei. In the autumn 1921, he was appointed Commander-in-Chief of the Emergency Forces of Shensi and also Director-General of Opium Suppression Bureau. In 1922, General Ch'e was appointed Provost Marshal of the Metropolis of Peking.

Mr. Chao Te-san. 趙德三字宜堂

Mr. Chao Te-san was born at P'ingtu Hsien, Shantung Province, in 1873. He received an engineering education in Tsingtao and started his career as a draftsman. In 1920 Mr. Chao was engaged by the Tao Ching Railway and in 1905 was transferred to the Shanghai-Nanking Railway as Chief Draftsman of the Woosung-Shanghai Section. In 1908 he became Chief Draftsman to the Chief Engineer of Tientsin Pukow Railway. In 1909, at the request of Governor Yuan Hsi-kuan of Shangtung, he assisted Lao Tzu-chan in making a survey of the proposed Chefoo-Weihsien Railway of Shantung. In 1911 he became assistant engineer of the Hsuchowfu Section of the Tientsin-Pukow Railway and in 1914 was promoted as Chief of the Engineering Section of the Tientsin Pukow Railway Administration. In 1916 he was appointed a Divisional Engineer of the Northern Section of the Tientsin-Pukow Railway and in 1917 became Acting Chief Engineer of the Northern Section. In September of 1920 he was given the concurrent position as Chief of the Engineering Department of the Chefoo-Weihsien Railway. In June 1922, Mr. Chao received the Third Order of Paokuang Chiaho and was appointed acting director in charge of the Direction of Railways of the Ministry of Communications. Then he was given the concurrent positions of Chairman of the Commission for the Investigation of Railway Accounts and Director of the Railway Through Traffic Bureau. He also served as Director-General of the Government Railways. In October 1922 he received the Second Order of Tashou Paokuang Chiaho and in November 1922 was appointed Director in charge of the department still holding the several concurrent positions. In January 1923 he was appointed a Member of the Commission to take over the Kiaotzi Railway and later became its Managing Director. This position he held until July 1923 when he was appointed Managing Director of the Pienlo Railway.



Interior view of the Chekiang Industrial Bank, Shanghai, one of the first of modern Chinese banking institutions. Organized in 1908 with a capital of $1,000,000, the rapid growth of business necessita ed addit onal capital of $1,000,000 in 1915. During the war foreign correspondents w re established the world over. Deposits increased from $1,169,782 in 1915 to $8,564,684 in 1922. The new Shanghai offices of the bank are testimony to the success which the officers have attained in modern banking in China.

Men and Events

A daughter, Margarette Love, was born to Mr. and Mrs. R. T. Bryan, Jr., at Dr. Fearn's Sanitorium, on Sunday, September 16. Mr. Bryan is a local attorney in Shanghai.

The Rev. C. H. Yerkes, head of the American Presbyterian Mission at Yihsien, Shantung Province, was in Shanghai last week to meet Miss Helen D. Ward of Boston, who is coming out to China to join the mission as a nurse.

The American Company, Shanghai Volunteer Corps, will hold a Company Cup Competition at the Rifle Range on Sunday, September 30, from 2 to 4:30 p.m. after which prizes will be distributed. Tea will be served to members and their friends.

According to reports in Shanghai last week the China Merchants' steamer, *Hsin Ming* which carried the Chinese and American relief units and supplies to Japan from Shanghai, was the first relief ship to reach Japan after the earthquake disaster.

Mrs. W. H. Patterson, wife of Mr. Patterson, manager of Wilcox and Hayes in Manila, P. I., arrived in Shanghai last week to meet her mother, who arrived on the *s. s. President McKinley*. Mrs. Patterson will proceed to Manila, accompanied by her mother.

F. S. Baker of the Asia Development Company arrived in Shanghai last week from Tsinanfu where he has charge of the office. Mr. Baker is planning an extensive trip in Shensi Province shortly, and departed on Sunday, September 16 for Peking.

Miss Ann Gilliam of Petersburg, Virginia, arrived in Shanghai this week enroute to Hankow, where she will visit her brother John Gilliam of the British American Tobacco Company. Miss Gilliam was a passenger on the *s. s. President Wilson* which was detained in Japan doing relief work.

Mr. and Mrs. Thurston Porter arrived in Shanghai this week following a short wedding trip spent in Japan. Mr. and Mrs. Porter were recently married in Kobe, Japan, upon the arrival of Mrs. Porter, formerly Miss Louise Macoubrey, who was court stenographer at the U. S. Court for China.

The *U. S. S. Isabel* and *Monocacy*, on the Upper Yangtse Patrol for the last several months, arrived in Shanghai last week, under the immediate command of Rear-Admiral Phelps. The *U. S. S. Sacramento* is lying at Woosung where she is receiving and relaying messages from the Asiatic Squadron in Yokohama.

Chang Chien, Jr., High Commissioner for the Investigation of Industrial Conditions in Europe, America and Japan, who has been in Shanghai as guest of honor at many functions, departed for Europe on the *s. s. Andre Lebon*, on Monday, September 15. Accompanying him is Quo Tai-chi, General Li Lieh-chun, and Liu Cheng-yi.

In the August number of *The Digest*, house organ of the International General Electric Company, Miss A. A. Matthias is author of an interesting article entitled "Electricity Has Entered China." Miss Matthias, in charge of the publicity department of Andersen, Meyer and Company, is at present in America on vacation. She is expected back in Shanghai in November.

Hugo Sandor, manager of the American Oriental Bank in Chungking, Szechuen, arrived in Shanghai last week, enroute to Europe by way of America on furlough. Mr. Sandor proceeded to Peking on a short business trip and will go to America on the *s. s. President Wilson* sailing the latter part of September. While in Shanghai, he was the guest of Mr. and Mrs. F. J. Raven, 405 Avenue Joffre.

Julean Arnold, American Commercial Attache, arrived in Shanghai from Peking last week on his way to Japan. Mr. Arnold had received orders from the U. S. Secretary of Commerce, to proceed to the scene of disaster in Japan. During his absence in Japan the China organization of the U. S. Department of Commerce will be under the direction of Assistant Commercial Attache, Arthur H. Evans, who will make his headquarters in Peking.

It has now been ascertained that of 5,020 Chinese who resided in Yokohama prior to the earthquake and fire, including 373 who were then travelling, the dead number approximately 2,011, the wounded about 600, and 52 are missing. Of 2,111 Chinese refugees, some 1,070 have proceeded either to the Kuansai district or to Shanghai by boat. The rest of the Chinese refugees, together with their compatriots from Tokio, are expected to be transported to Shanghai soon.

The American Association of University Women, formerly the American College Club, will hold its opening meeting on Tnesday, September 25, in the compound of the Methodist Mission Gardens, 728 Avenue Joffre, at 4 o'clock. There will be many newcomers at this meeting as prospective members of the Association. All college women are urged to attend and any person eligible for membership is invited to come into the club. Experiences during the vacation will be the program for the day. Mrs. C. H. Robertson, chairman of the hospitality committee is in charge of refreshments.

Mrs. V. G. Lyman, wife of Mr. Lyman, assistant general manager of the Standard Oil Company and a member of the Shanghai Municipal Council, and daughter, Mrs. Dorothy Brandt, arrived in Shanghai last week, following their narrow escape from the disaster in Japan. Mrs. Lyman, daughter and son, were at Miyanoshita at the time of the disturbance and apart from sleeping out of doors for several nights, experienced no other particular discomforts. Mrs.

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Brandt, at the time of the earthquake was in Yokohama staying in the Grand Hotel but escaped this tragedy by accepting an early engagement for tiffin with friends on the Bluff. The house in which she was visiting was crashed to the ground and after the party started toward the waterfront the only means of escape was over a forty foot precipice. Here Mrs. Brandt remained with hundreds of other refugees, until later proceeding to Yokohama, she boarded the *s. s. Empress of Australia.* Accompanying them back to Shanghai was Mr. Lyman who proceeded immediately to Yokohama upon receipt of the news.

Record Earthquakes

While the full extent of Japan's latest earthquake disaster probably will not be known for weeks, perhaps months, first reports indicate that it will take rank among the most fearful catastrophes in all history. A series of shocks in China in 1555 A. D. is said to have claimed more than 500,000 victims but the figures are only approximate and probably greatly exaggerated. Following is a list of other record quakes and estimated casualties of each:

1703	Yeddo (Japan)	200,000
1737	India	150,000
1908	Messina-Reggio	159,000(?)
1620	Peking	100,000
1731	Peking	100,000
1738	Messina-Calabria	60,000
1693	Sicily	60,000
1268	Cicilia	60,000
1755	Lisbon	50,000
1797	Quito	41,000
1755	Northern Persia	40,000
1883	Krigrates	35,000
1293	Japan	30,000
1531	Lisbon	30,000
1828	Japan	30,000
1915	Italy	30,000
1896	Japan	26,000
1038	China	25,000
1057	China	25,000
1868	Peru-Ecuador	25,000
1892	Peru	25,000
1822	Aleppo	22,000
1622	China	20,000
1851	Italy	19,000
1724	Lima	18,000
1169	Sicily	15,000
1905	Kangra	15,000
1907	Turkestan	14,000
1812	Caracas	12,000
1857	Calabria	12,000
1860	Mendoza	12,000
1891	Japan	7,000
1875	Colombia-Venezuela	5,000
1888	China	5,000
1691	Jamaica	3,000
1880	Manila	3,000
1912	Turkey	3,000
1897	Assam	1,500
1910	Costa Rica	1,500
1911	Luzon	1,500
1912	Mexico	1,300
1906	Valparaiso	1,000
1907	Jamaica	1,000
1906	San Francisco	500
1911	Turkestan	200
1886	Charleston	27
1913	Guatemala	Unknown

Statement of Equitable Eastern Banking Corporation

According to a message received in Shanghai last week James J. Rogers, formerly head of the Equitable Eastern Banking Corporation in Shanghai, has been appointed manager of the corporation's head office in New York. The consolidated statement of the bank ending June 30, is as follows:

Assets.—Cash in hand and in banks, $532,113,37: bullion in hand and in transit, $6,413.58, due from foreign banks, $1,233,094.12; items in transit, $442,809.42; loans and discounts, $1,623,280.19; New York State bonds, $263,174.24, customers' liability on acceptances, less anticipations, $1,051,805.15; total, $5,153,690.07. Liabilities.—Capital, $2,000,000; surplus $500,000; undivided profits, $342,410.05; reserve for taxes, etc., $100,000; deposits, $732,400.68; due to foreign banks, $263,912.24; unearned discount, $2,314.60; miscellaneous liabilities, $118,261.38; acceptances outstanding, less in portfolio, $1,094,391.12; total, $5,153,690.07.

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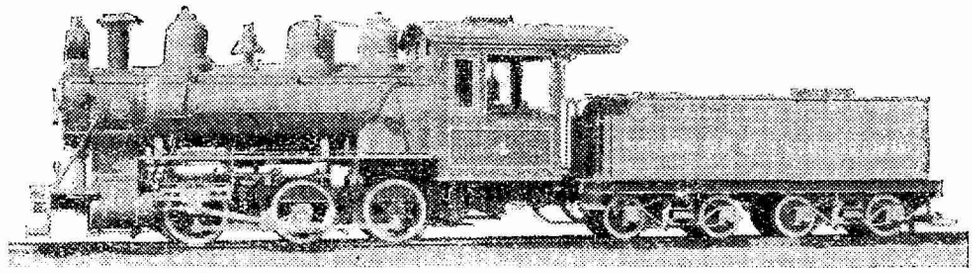

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News from North China

The Japan Relief work continued steadily during this week in North China. Madame Wellington Koo is planning to give a fancy dress ball in the Waichiaopu this Saturday in aid of the Japan relief fund.

The news of Li Yuan-hung's departure from Tientsin for Shanghai was received with doubt. But even after it had been confirmed it excited very little interest among the populace here. Now, it has again been reported that Tuan Chi-jui, former premier and leader of the Anfu Party, has left for Yingko or Dairen.

On September 10, the people in Peking again witnessed one of the most dignified imperialistic processions since Yuan Shih-kai's regime when Kao Ling-wei, Minister of Home Affairs passed from his private residence to Confucius's Temple with streets garrisoned by troops with drawn bayonets facing inside and outside. Traffic was interrupted for a while.

In addition to the number of persons despatched to Japan to investigate into the disaster and to effect relief measures there, S. W. Lao, member of the China International Famine Relief Commission and former Vice-Minister of Communications, has left Peking for Japan with a sum of approximately $40,000 to aid the Chinese merchants and students.

The China International Famine Relief Commission is also preparing to give a garden party some time in October. The commission is just negotiating with the Peking authorities to have several places of historical interest opened to the public during the garden party which will last for five days. It needs four weeks for preparing the affair and a sum of $30,000 is expected to be raised.

Gen. Chang Shun, formerly Tuchun of Kiangsu and High Inspector of the Yangtse Provinces, died September 12 at his residence in the British Concession, Tientsin. He was the bitterest opponent of the Republican regime. He held out for a long time after the downfall of the Tsing dynasty and in 1917 he tried to restore the boy Emperor to the throne but he failed. He was later pardoned by Hsu Shih-chang and stayed in Tientsin till his death.

L. M. Karakhan, the new Minister Extraordinary Plenipotentiary of the Union of Soviet Socialist Republics of Russia, has just made a round trip to a number of welcoming parties. He has assumed his official duties and has presented a copy of his credentials to the Chinese Foreign Ministry. He received the first newspaper man Thursday since his arrival in Peking when the *Review* representative went to interview him at his private residence in Kuan Chang Hutung, Peking.

On September 12, the date the Parliament set for the presidential election, all office buildings and business houses hoisted the five-colored flags in anticipation of the election. But the day's affair resulted in a hopeless fiasco. There was no quorum. After several postponements, the meeting was called to order which was however, immediately disturbed by the uproars of the M. P's. The meeting met for only seven minutes and to avoid a fist fight, it was hurriedly adjourned *sine die*.

September 13, the last day set by the Constitution for electing a new president within the three months' limit after the departure of the preceding president, has passed away without any indication of the possibility of having a new president elected by constitutional means. Two preliminary meetings for the presidential election where held and in the second meeting, a quorum was reported. But even this quorum was very doubtful since many M. P's. whose names were recorded as present declared themselves as absent. One of the parliamentary secretaries issued statement to the effect that the quorum was falsely reported. As no press representatives were admitted into the parliamentary hall that day, there was no reliable report as to whether there was a quorum or not.

Despite the unsettled conditions in Peking and the brevity of time following the first reports of the Japan disaster, China was among the foremost to give her time and help to those suffering from the earthquake, and immediately took steps to raise money and send a contingent of relief workers to the field of disaster. It is said that in the Capitol there is no trace of the former anti-Japanese attitude on the faces of the Chinese for they are doing jointly and individually, their utmost to help. A number of high officials including, Dr. Wellington Koo, Dr. W. W. Yen, Hseung Shi-lin, Wang Tah-hsieh, Sun Pao-chi and General Feng Yu-hsiang met in conference and adopted and discussed appropriate methods to relieve the suffering. Mandates were issued expressing deep sympathy of the Chinese and the Ministry of Finance has been instructed by the Cabinet to appropriate a sum of $200,000 for the relief. The ban on the exportation of rice from the Yangste provinces has been lifted to allow the exportation of 300,000 piculs of rice from Kiangsu and other cereals later on. Individual organizations are also doing splendid work in this connection.

Peking, September 15, 1923.

News from Central China

The fighting in and around Chungking has become so severe that business in that section is entirely paralyzed.

The Earthquake Relief Fund raised by the Japanese community in Hankow has amounted to $1,531.72 up to the evening of last Friday, September 14.

Some 400 Chinese refugees from the Yokohama earthquake are due here on the steamer *Wuchang* on the 16th. The majority of them are coolies employed on the Yokohama Harbor work.

Martial law has again been proclaimed at Wuchang and no steam launches are allowed to cross the river after ten at night. The reason given is on account of the military movements in various parts of Hunan.

Dr. William E. Hoy and Rev. Edwin A. Beck are returning from Kuling to the United States Reformed Church Mission at Yochow. Rev. Beck is leaving tonight, but Dr. Hoy will stay until Monday.

The forty-third destroyer squadron of the U. S. Asiatic Fleet arrived in port last Friday. One of the destroyers was left at Kiukiang on the way up, while another left for Yochow on the same night.

Park E. Green, China representative of H. K. Mulford Company of Philadelphia, is visting Hankow on business for his firm and will remain here until Saturday next. He is stopping with Mr. Vittaly of the Associated Drug Company.

The magistrate of Kingshan has requested the military to despatch strong forces for suppressing bandits in that district. The magistrate reports that a large army of bandits are squatting in the vicinity with the view of attacking the town.

The annual autumn sacrifice service in honor of Confucius was held with the usual official pomp at the Tuchuns yamen on September 11. All civil officials were present, and General Hsiao officiated in the performance of the ancient rites.

Brigadier General Liu Hing, Chao Heng-ti's representative who came to Hankow, is reported to have returned to Hunan after successfully arranging the needed munitions. Severe fighting is expected to take place round Changsha in consequence.

Dr. Rebort F. Francis, director of the St. Columban's Mission Hospital of Hanyang, is leaving tonight for Shanghai where he will represent the Columban mission in the Catholic Relief Committee organized to help earthquake sufferers in Japan.

Dr. Sarah Mu-Jin Ching, of the Philadelphia General Hospital and one of the few eminent Chinese women doctors, has returned to China recently, and is now in Hankow enroute to Changsha, where she will assume her post in the Hunan Yale Hospital and the Yale College of Medicine.

Charles M. Hoy, who was operated on some weeks ago for a serious attack of appendicitis, died on September 6 at Kuling, Mr. Hoy was a representative of the Smithsonian Institute, Washington, D. C., and had come to China to collect specimens of animals whose habitat is in the Orient.

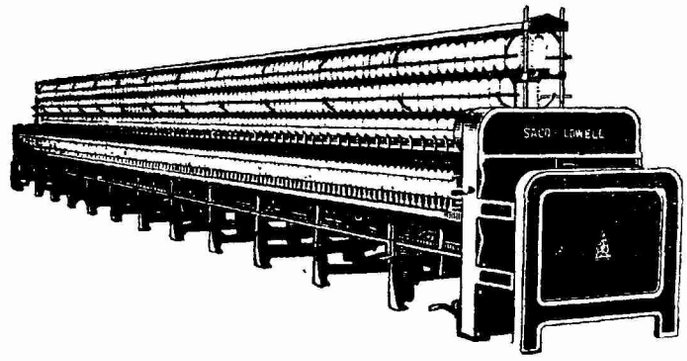
The river steamer *Kiangshun* brought to Hankow about six hundred Hunan refugees back from Shanghai where they had fled at the first sight of disturbance in their native province. Necessary arrangements have been made by the local authorities to take care of them when they arrive and see that they are taken back to their homes in Hunan.

The Chinese authorities have turned down the request of a Japanese firm in Hankow to export a large number of cows from Hankow to Japan. It is stated that the Ministry of Foreign affairs has been informed that the export of cows and a few other pack animals should be prohibited inasmuch as they are vitally needed for agricultural purposes in China.

Admiral W. W. Phelps has ordered Dr. W. R. Levis, at present on the *U. S. S. Isabel*, to accompany the *U. S. S. Abarenda* as far as Yokohama with one assistant of the hospital corps of the Yangtze Patrol Force, and to remain in Japan as long as his service there will be required. The *Abarenda* will leave some time early this afternoon, having been delayed a day.

General Wu Pei-fu is reported to have decided upon an aggressive measure in dealing with the insurgent movement in Hunan Province under the banner of Sun Yat-sen. An unconfirmed report states that he has appointed Wong Yu-ching of Ichang, to the post of Commander of the Expeditionary Army into Hunan to bolster up the deposed Governor Chao Heng-ti.

Funeral Services for the late Fr. Melotto, who was killed by the bandits, will be held at St. Joseph's Cathedral.



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Agencies in principal cities throughout China

British Concession, Tuesday, Sept, 18th. During the captivity of the Father a widespread sympathy was shown and many were working to effect his release. The Bishop and missionaries are very grateful for this and extend an invitation to all the friends and sympathizers to be present at these services.

Tuchun Hsiao Yao-nan, representing the Hupeh government has donated $20,000 to the Japan Relief Fund now being raised in Chinese circles. The Hankow Chamber of Commerce and several other organizations are discussing measures for organizing a relief drive among the Chinese merchants here. It is understood that the official donations will be expended together with the sum to be raised by merchants.

It is reported that General Chow Hsi-tsin is making a very determined attack on Chungking, and that communication with the city is cut off. Not even the foreign gunboats are allowed to cross the river any more. There is no interference with foreign steamer traffic, but on account of the scarcity of coolies it is almost impossible to load and discharge cargo. Intermittent firing is being carried on across the river continually.

The Canton-Hankow Railway trains can only proceed as far as Yochow, in spite of efforts having been made to resume the through service to Changsha. The railway administration have been assembling all available cars on this side of Yochow at Wuchang, which leads to the rumor that mobilization at this end will begin shortly. Inquiry at the railway office indicates that the cars are being assembled at Wuchang from various points of the line for the fear that they may be seized by troops along the line.

Last week, some Chinese were trying to dig a well on their land which is about three miles West of Hsinkiang. (27 miles south of Chengchow, Honan). The land where they were digging was a small knell. They had dug awhile and struck some old copper and bronze vessels. The military people soon heard about it and came at once and took possession. C. W. Bishop A. C. Wenley and Z. T. Sung, of the Smithsonian Institute Freer Gallery of Art, came to Chengchow as soon as they heard about the findings and were given permission to visit the place where the things were being dug out. They are now approaching the military officials to leave this place for scientific excavation.

While making for her own berthing in Kiukiang on Tuesday, the Butterfield and Swire steamer *Woosung* collided with the China Merchants S. N. Co.'s pontoon. As a result of the smash up the pontoon was completely sunk. The pontoon is practically new, being only a year old, and is built of three-quarter inch steel and made up of three separate water tight bulkheads. It cost about Tls. 100,000.00 to build in Shanghai, and there will be no possibility of bringing it back to the surface until the river drops to its lowest. The *Woosung* arrived at Hankow last Thursday, having come through the collision without harm to herself, the only effect on her of the collision being a slight delay in schedule.

The latest bandit exploit took place on the Tung-ting Lake when a party of missionaries, consisting of nine British and thirteen Americans, attempted to make their way from Hankow to Changteh on a native steam launch. The party boarded the Chinese steamer *Fu-shen* at Hankow last Saturday evening, and at ten o'clock the same night cast off and started on their way to Changteh. They reached Yochow without any difficulty, and finding everything quiet in that city decided to proceed on their trip. At three o'clock Monday afternoon the launch reached Nan-hu, a little town along the lake about eight hours from Changteh, and they were fired on by bandits who intended to loot the vessel and rob the passengers in the same manner as they had done on the last trip of the same boat. The whole party of foreigners at once directed the boat to sail back to Hankow, through which serious outrage was averted.

Five Chinese organizations have decided to unite their efforts in rendering relief to the Japan disaster. At a meeting held in the Hankow Chamber of Commerce, representatives of the Hankow Chamber, the Hankow Benevolent Society, the Hankow Red cross, the Chinese Bankers Association of Hankow and the Y. M. C. A. organized the United Japan Relief Society. In addition to the contribution of $20,000 from Tuchun Hsiao Yao-nan, the various organizations have pledged to raise $40,000 to make a total of $60,000 from this center. Chow Hsin-tang, chairman of the Hankow Chamber of Commerce, has assured $25,000, Tsai Fu-ching of the Benevolent Society, $5,000 and Wong Yi-lin of the Bankers Association, $10,000. The contribution of the Tuchun will be used for two purposes, $15,000 for relieving the Japanese sufferers and $5,000 for aiding helpless Chinese in the devastated areas in Japan.

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News from South China

The old compound of Jardine, Matheson & Company at East Point, Hongkong, composed of two old residences and two vacant lots, was recently sold for nearly $4,000,000. This was the biggest individual property deal so far put through in Hongkong, it is believed.

The bandit-troops of Wu Pei-fu and Shen Hung-ying, occupying Chihing, have been driven off by the Yunnanese now up the northern border of Kwangtung, according to latest report of the Yunnanese Army. The opponents to the Canton regime are now stationing some detachments at Namyung, it is understood.

On September 5 and 6 the town of Kaukong, near Canton, saw a street battle among rival factions of a local army, a newly organized bandit-troop declaring war against a former bandit-chief who is now commander of a battalion, on the ground that the latter was not supporting the present Canton regime. The result was some 300 shops destroyed, damaged, or looted and about 100 non-combatants killed or wounded.

The city of Sheklung, along the Canton-Kowloon Railroad, Kwangtung, where Dr. Sun Yat-sen has been keeping temporary headquarters for sometime, was partly destroyed early in September by fire. some 600 buildings having gone. Sheklung, following Shiuhing and other Cantonese cities. has suffered to the limit. Aside from being a field of battle recently, it was visited but a short time ago by floods and plague.

The lower four prefects of Kwangtung, composing the circuits of Kochow, Luichow, Yamchow, and Limchow, have become another contesting ground for the South China militarists. Commander Tang Pun-yan and other mercenary troop chiefs have occupied Pakhoi, a southwestern port of this province. General Wong Ming-tong, opposing the Chen Chiung-ming faction, has sent agents to Canton to appeal to Dr. Sun Yat-sen for ammunition and provisions.

The Sai Kong Hang Yip Kung Sze, the oldest Chinese shipping concern to fly the Chinese flag on its steamers plying between Hongkong and Wuchow, Kwangsi, along the West River, is being forced to sell out its small fleet of merchant marine of four steamers of about 400 tons each and four motor-boats to a British registered company for $400,000 in order to avoid being frequently commandeered for military service, which has really been but a case of piracy pure and simple.

The China Merchants' Steam Navigation Company *s. s. Hsin Chang*, Captain O. K. C. Newburgh, master, was pirated about two miles from Canton on the morning of Sept. 9, the pirates capturing nine persons, including two members of the ship's compradore office, besides a loot worth about $30,000, from rough estimate. The pirates boarded the steamer at Canton upon her departure September 8 as passengers of the higher class of Chinese and very little suspicion was entertained at that time. Among the regular passengers were some fifty girls of a theatrical company bound for Tientsin and Shanghai, and their personal and stage affects alone amounted to something, besides the cargo.

During August some 25 Cantonese steam launches or small steamers have gone under foreign flag for similar reason, to avoid loss through commandeering or piracy in Canton. There were one time nearly 400 small steam launches plying between Canton and near-by ports and towns under the Chinese flag. At present one rarely sees a Chinese flag over a private craft, as many of those which had not been taken by the militarists have gone under the French and the Portuguese flag. For a time the British and the American consulates have been very careful about this matter, lending no assistance whatever along this line without being first assured that the crafts concerned are really of their nationals.

Some persons within the general headquarters of Dr. Sun Yat-sen are calling for the life of Cheng Tien-tow, a former managing-director of the Provincial Bank of Kwangtung and commissioner of finance of this province. Mr. Cheng has been accused of having taken some $6,000,000 from his bank before he departed from the city June, 1922, when Dr. Sun and his party had to go somewhere else in order to make room for Yeh Chu, Hung Shao-lin, and other Southern militarists in Canton. Mr. Cheng has denied that he had taken so much money, also claiming that an account for what he has taken was submitted to Dr. Sun while they were all at Shanghai. The special court trying him has up to September 9 still failed to promulgate its decision.

Dr. C. C. Wu, secretary of foreign affairs, and General Hsu Shao-tseng, secretary of home affairs to the General Headquarters of Dr. Sun Yat-sen, headed the Japanese Relief Committee for Canton, as chairman and vice-chairman respectively. Merchants, students, laborers, and general citizens have formed a committee to procure all aids possible

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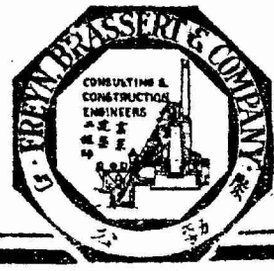

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for the Japanese sufferers, the leading guilds and charitable institutions advancing funds for early remittance to Japan. The Canton Japanese community has resolved to remit $100,000 at once. Local Americans will have a sub-commitee to assist in the general effort for relief. According to reports received in Canton, some 3,000 Cantonese had to be accounted for in Tokio and Yokohama, and many among these number, were believed perished. The first batch of refugees nearly 200 in number were to have reached Canton today from Japan, all coming on board the C. P. R. s. *s. Empress of Canada.*

Canton, September 9, 1923.

H. W.

The Week in the Far East

(Covering the period from Sept. 12, to Sept. 19, 1923.)

Since most of the native and foreign residents in the districts of the Japan earthquake which occurred on September 1, have perceptibly recovered from the shock, detailed reports continue to pour in conveying the amount of destruction done, both to human lives and property. Relief measures by all nationals the world over continue to be organized. While the number of casualities are reported to be 230,000 dead and missing in Yokohama and Tokio, there is less damage in Tokio than previously feared, and the problem now being discussed by the Japanese officials is the financial plan of reconstruction. This event is of such great importance that other political and economical troubles of the neighboring countries in the Far East are relegated to the background, and all attention, not confined to the Far East only but the world over, is turned toward Japan in her devastated state.

Problem of Reconstruction

There seem to be two main ideas in the problem of reconstruction in Japan, one of which is the advocating of rapid reconstruction with the aid of foreign capital, while the other favors the prolongation of the period enabling the country to provide for her own needs if possible without calling on foreign financial aid, thus attempting to ward off the possible dangers of a false boom. Leading bankers, and representative officials are meeting in conference from day to day in deciding the financial program. A report from Tokio estimates the cost of reconstruction of both Tokio and Yokohama to be £1,000,000,000. Bankers throughout the country have formed a syndicate to assist the government in rebuilding the cities and urge that all national funds be devoted to this purpose and, if any additional money is required, it shall be raised by local and foreign loans.

Viscount Goto's Vision of a New Japan

Viscount Goto in an interview contained in a Japanese paper presents his views on the immense problem of the wreckage clearance and sees out of this wreck, a new and better Tokio. The report read:

"Viscount Goto, former Mayor of Tokio and now Minister for Home Affairs, is reported to have spoken of the plans for the reconstruction of the Empire's Capital and the proposed Ministry of Reconstruction.

"He stated that the Japanese must co-operate in reconstructing the Capital. The rumour that the Capital will be removed must be dismissed with disdain.

"The scope of responsibility of the Reconstruction Office will not necessarily be confined to the Capital. It will take care of all the districts devastated by the recent catastrophe.

"The cost of all reconstruction will be much more than Yen 5,000,000,000 which amount could easily be raised by means of foreign loans from England, America and other Powers. The national Exchequer, however, will share part of the cost, and domestic loans will also be issued for this purpose.

"We are planning a new Capital entirely different from the old one, Mr. Nagata, new Mayor of Tokio, has already agreed with me in this respect," added Viscount Goto. "Under the present plan Tokio and Yokohama may be so reconstructed as actually, if not in name, to constitute one great city."

Count Yamamoto on Reconstruction of Japan

A *Reuters* report carried a lengthy account of the Japanese Premier's address to the nation as a whole. The statement expresses the deep sense of gratitude of the government and people for the sympathy and practical help shown by foreign nations. The Premier strongly urges against profiteering and urges all to be guided by a spirit of public service and mutual help, instancing the insurance companies, which are primarily intended for protection of public interest and should show their willingness to sacrifice own interests and endeavor to the utmost to deserve the confidence of the thousands of sufferers. The report goes on to say: "Count Yamamoto declares that reconstruction of a modern capita

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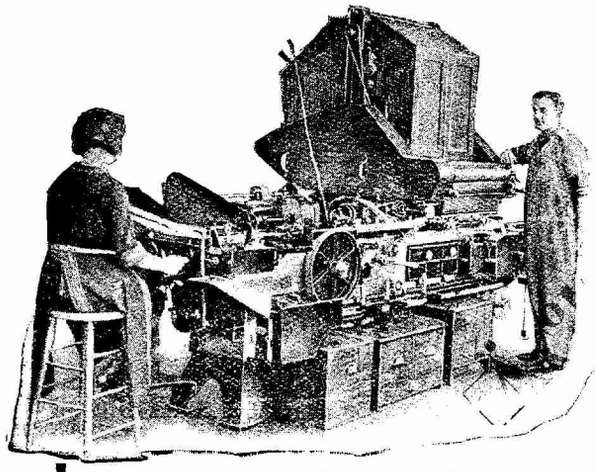

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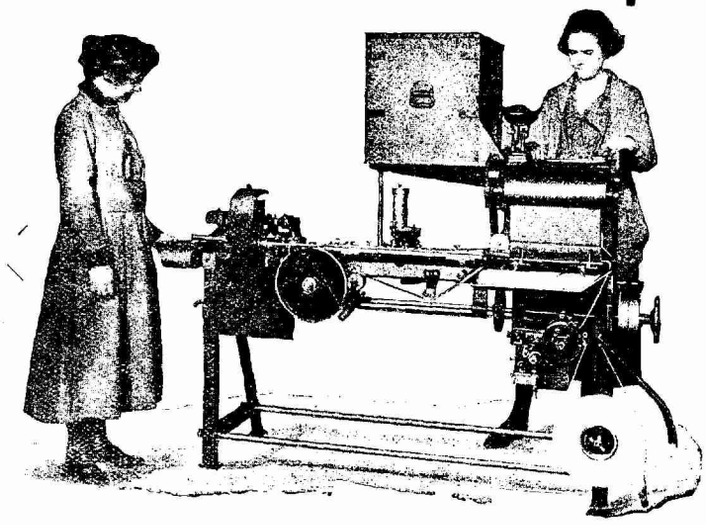

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will be the real test of the resourcefulness of the Japanese and will demand the effort of the whole country to create something better and greater than the former city, for which purpose the government has assembled the best available wisdom and talent in the form of a commission.

"In conclusion, the Premier expresses the hope that a lesson will be learned from the disaster and that a supreme effort will be made to amend defects in the life and thought of the nation."

The Reconstruction Committee

"It is understood that Baron Ijuin will be appointed Minister of Foreign Affairs.

"Imperial residences have been assigned to those Embassies and Legations which were burnt out or seriously damaged. Prince Takeda's residence has been turned over to the Americans and Prince Kitashirakawa's to the French.

"The Imperial Family has donated Y. 500,000 to relief.

"The Reconstruction Commission has been officially appointed. The members of the Commission will rank as Cabinet Ministers."

China and Her Political Troubles

While the unsettled political condition in Peking, Canton and Szechuen, the necessity of electing a new President, the arrival of the new Soviet Representative, Mr. Karakhan, the readjustment of the finances of the Peking government, the reply to the Lincheng note of the Diplomatic body and a number of other matters constitute every day problems that engage the minds of the Chinese people and government--still all of these were put aside during the recent disaster in Tokio and all minds and actions were turned toward the problem of relief to the sufferers in Japan. Perhaps the most important question now demanding a solution is the matter of the new president. Ex-President Li Yuan-hung who only recently came to Shanghai has caused a great amount of disturbance both in the Capital and in Southern China. In an interview to a Chicago *Tribune* correspondent, he had the following to say regarding his present status and views on the Chinese situation.

"A friendly offer on part of President Coolidge to help China out of her difficulties would be favorably received by the Chinese people generally as well as by political leaders of the country. America was the first country to grant recognition to the Chinese Republic a dozen years ago and America through countless actions in the past has gained confidence in China. China is now in a hopeless situation due to militarism and the Tuchun system and the only way to settle her trouble is through peaceful means. The situation is so serious that time for definite action has arrived and although I can't speak officially, I am firm in the belief that a definite move on the part of the United States would help China get together and would be favorably received by all classes of Chinese."

President Li arrived only a few days ago and immediately precipitated a political storm owing to general belief of his intention to form a new government in opposition to the Chihli Military party who were instrumental in deposing him from office. President Li asserts that his presence in Shanghai is entirely peaceful and opposes further warfare. He desires a conference of political leaders.

Other Proposers of Peace in China

Tang Shao-yi, prominent Southern Leader and Li Yuan-hung both favor a conference held in Shanghai of all politicians and tuchuns for the purpose of organizing a commission to form a government. Sir Robert Hotung, wealthy Chinese and prominent Hongkong merchant is also here urging a conference of all leaders for the purpose of bringing the internal chaos in China to an end.

Szechuan Again at War

Recent reports coming from Chungking and Ichang state a renewed and stronger attack is being planned by General Cheou Hsi-cheng on Chungking. General Yang Sen who has been stopping at Lochow above Chungking came down and was resting peacefully in the city of Chungking while General Chow at Fochow, was preparing a furhter attack on the city, while his troops were being reinforced. The last report says the foreign gunboats at that port are not even allowed to cross the river to the city, and, while foreign merchants are proceeding with their business it is hard to obtain coolies to load and discharge the freight. It is reported in connection with the outrage on the Japanese steamer at Fochow when the Captain and most of the crew were killed when men came aboard to search for arms, that the Japanese Legation in Peking has decided to place an armed guard on their ships plying between Ichang and Chungking.

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Affairs in Canton

The Canton regime under the Kuomintang of Dr. Sun Yat-sen is in dire need of funds to decide its political fortune now pending in the struggle around the city of Waichow in Eastern Kwangtung. The Constitutionalist forces nominally headed by Dr. Sun are now fighting their opponents under Chen Chiung-ming, and the chance for either to dominate Kwangtung is about equal, Dr. Sun has in his command the prosperous port of Canton where he and his followers may confiscate property, commandeer services, and levy taxes at will. General Chen has the advantage of utilizing the village guards along the East River districts to advantage in meeting his political as well as military enemy. The Canton regime is now enjoying the receipts of a special war contribution of one percent of all Cantonese business investments or capital of their business, 20 percent sur-charge on railroad and electric light services, and war taxes on feasts and other entertainments, besides new likins on the sales of fresh fish and mutton. For the support of public education, 40 cents extra will be charged on every permit issued by the government in the evenings to social indulgences. As some Yunnanese troops would enforce every new tax suggested or ordered by the Generalissimo without returning any of the proceeds to the Generalissimo, much of the people's money has gone to irregular channels without giving the desired benefit. It is feared among certain circles that the Yunnanese, after having sipped every drop of blood of the Cantonese, will return evil for good within a short time. The recent attempt of an unknown person to assassinate Chau Lu, M.P., commissioner of Kwangtung finance, was due to personal and not political reasons, it is understood. So far the Cantonese have made no open opposition to these special war taxes, and the present power there has made no charge of treason or being friendly to the enemy as threatened against those unfavorable to it.

GENERAL NEWS SUMMARY

September 13.—Currency problem in Germany still a serious problem and the government has taken steps to requisition precious metals and limit dealings in foreign exchange. ——Reductions in the expenditure of Secretariat is included in the budget of the League of Nations.——Glasgow Chamber of Commerce opposes establishment of British textile school in Shanghai on ground of danger of competition in trade.

September 14.—Prince of Wales arrives in Canada on tour of country.——Collision occurs between U. S. battleship *Texas* and *Steel Seafarer* in Santa Barbara Channel, where seven destroyers are wrecked.——Italy and Greece attempt to settle the dispute and Corfu will be evacuated when Greece fulfils terms of Ambassador's Note.——Dr. Streseman, German Chancellor, contends that Germany offers negotiatiable assets which are capable of solving question of passive resistance in the Ruhr.

September 15.—Insurrection breaks out in Spain headed by General de Riveria, spreading through provinces, as a result of Spain's disastrous policy in Morocco.——Much concern is felt over Italy's refusal to accept Swiss arbitration in her dispute with Jugo-Slavia.——It is reported that the Conference of Ambassadors arrive at a solution of difficulties still pending between Italy and Greece, and also with regard to an early evacuation of Greece.

September 16.—The Cabinet in Spain falls while calm prevails over the country when the military parties take charge. ——United States Shipping Board sells seven passenger and cargo steamers, each 500 feet long to the Dollar Line. They will be put on a rouud the world service, maintaing the service for five years.——Mexico is forced to decline the invitation to join the League of Nations owing to the obstructive fact that Anglo-Mexican diplomatic relations have not been resumed.

September 18.—Branches of the Bank in Aix la-Chapelle are seized and money therein confiscated, following Belgium's demand from the Reichsbank for sums to provide for her army of occupation.——The military party in Spain, headed by General de Riveria, now holds authority and the launching of a big offense in Morroco is contemplated.——Government of Fiume resigns and in view of abnormal situation Italian Cabinet decides to appoint Military Governor to carry on the adminstration.

September 19.—Situation in Fiume is serious and General Giardino, new Governor of Fiume, arrives to take charge of civil administration, while city is on verge of starvation.——Dissolution of Parliament is followed by arrest of former Ministers of Cabinet in Spain. The entire revolution seems to be of peaceful nature.

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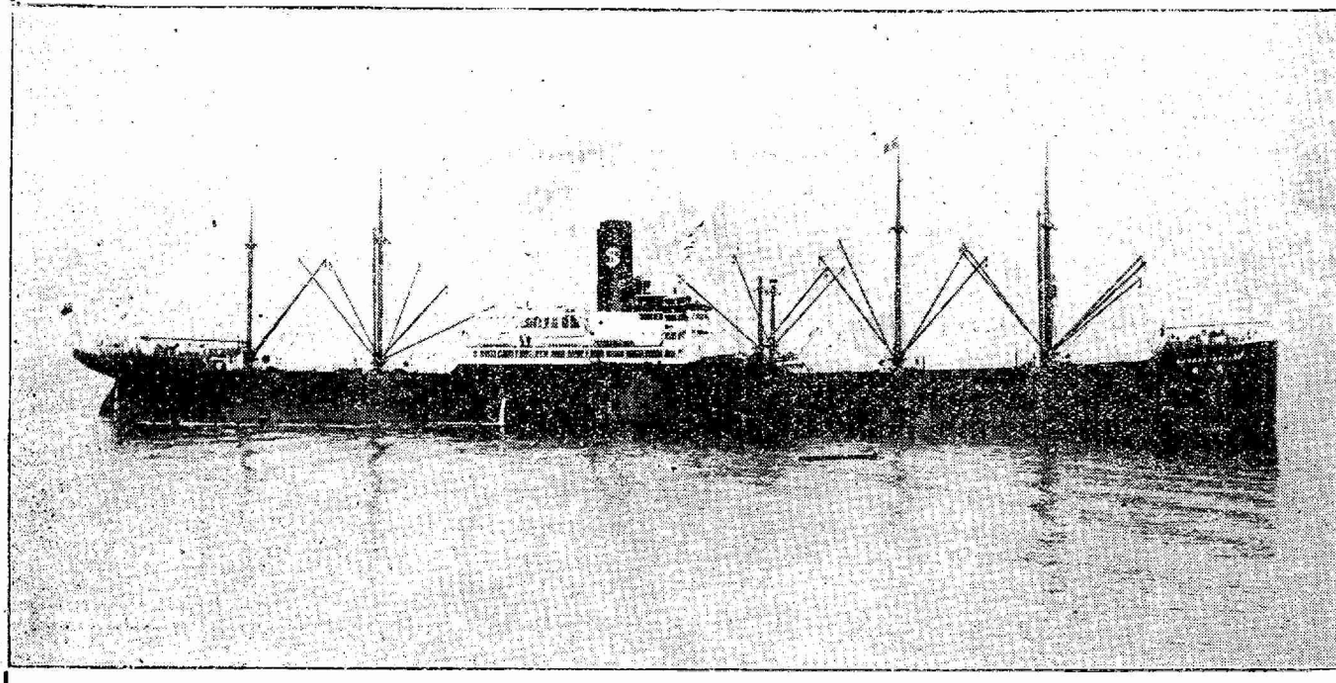

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26-152

Lumber Market

The Market Selling Rates of Lumber and Timber at Shanghai on September 15, 1923, follows:

(From the China Import and Export Lumber Company)

Planks and Sawn Logs in Standard Dimensions.	*Price per 1,000' B. M. ex yard, Shanghai.*
OREGON PINE *basis rate*	Sh. Tls. 70.00
LAUAN (Philippine)-random lengths and thickness	80.00
„ „ selected for grade, color or special sizes	90.00
TEAK-in sawn squares	Nominal
SAWN OAK (European grade up to 1" thick and 4" wide. With increase of price of Tls. 5.00 for every additional inch in width plus increase of Tls. 5.00 for every additional 1/4" in thickness. (random lengths)	150.00

Hewn-Logs

WHITE ASH (Sen)	70.00
BROWN ASH (Tamo)	70.00
KATSURA	70.00
OAK - selected -	75.00
„ - ordinary average run -	60.00

Laths

1½" X 4' (thickness about 1/3") 8.00 per 1,000 pieces.

T. & G. Flooring		*No. 1. 8/24'.*	*No. 2. 4/24'.*
OREGON PINE	1" x 4"	Sh. Tls. 130.00	85.00
„ „	1" x 6"	135.00	86.00
„ „	1¼" x 4"	145.00	90.00
„ „	1¼" x 6"	145.00	90.00
OAK (CLEAR)	1" & 1¼" x 2" in lengths of 3' & up average 7'.	200.00	Attractive reduced rates will be quoted on No. 2 quality Oak and hard wood flooring of which ample stocks are available.
„ „	1" x 1"—gross measure-(½" face) lengths 2' & up, average 6'	165.00	
„ „	½" x 2"—gross measure-in lengths of 2' & up, average 6'.	160.00	
„ „	PARQUET in lenters under 3'. 1" x 2" & 3".	155.00	
„ „ „	½" x 2" & ½" x 3" gross surface meas. in lengths under 2'.	130.00	

TEAK & MAHOGANY FLOORING & PARQUET Nominal

T & G Flooring in Oak, Teak and Mahogany is manufactured in 1" & 2" gross widths as a standard for China. Widths of 3" & 4" can be supplied by special arrangement.

Kiln-dried lumber at Tls. 10.00 per 1,000' B. M. extra.

Prices quoted are ex yard, Shanghai.

Delivery charges within Settlement and or Harbor Limits 4% extra.

Financial Notes

Efforts of capitalists of the United States to place the sugar centrals, controlled by the Philippine National Bank, on a sound business basis by floating a loan of £20,000,000 failed. J. B. Hardon, representing the American capital, left Manila, September 1, on the *President Grant* for the United States. No contract went with him.

Before leaving he expressed regret that the transaction had not gone through for the sake of the planters as it was a straight business proposition and he believed the planters would have benefitted by the bonding. It was also indicated that the refusal of the proposal by the planters would work to the disadvantage of the Philippines in other proposals that might be desired. Hardon's principals are among the largest of capitalists on the eastern coast. Their advice will be asked when other firms in the east are asked to look over the local field, he said.

The Negros planters refused the proposition because they could not see their way clear to the acceptance of the absolute voting trust provision, the complete management of the centrals, the absolute power to sell the sugar without previous consultation of its owners, the appraisal of properties of the milling companies by persons appointed in the discretion of the underwriters, the commission demanded by the underwriters of £3,000,000 for their services in addition to the underwriting discount of seven percent on the par value of the bonds.

The volume of advertising in newspapers and magazines has long been regarded as an approximate measure of changes in the volume of business activity. Current advertising is close to estimated normal, though still below the high figures of 1919 and 1920, which were probably affected by the desire of advertisers to reduce excess profits taxes through large expenditures for publicity. (*From the Monthly Review Federal Reserve Bank, N. Y.*)

Trade Inquiries

The Bureau of Commerce & Industry, Dept of Commerce and Communications, Manila, P. I. is interested in securing data relative to the sale of bones, horns and hoofs of cattle.

Lainbrook Hardware & Specialty Co., 90 West Street. New York, N. Y. desire to act as purchasing agent for the purchase of hardware supplies.

SHOOTING SEASON IS NEAR!!!

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K. P. CHEN,
General Manager

New Books and Publications

Bertrand Russell on China

The Problem of China by Bertrand Russell, New York: The Century Co: 1922

This is an account of China and the Chinese by one of the greatest living thinkers of to-day and as such merits particular consideration. The author's experience of China is based on his personal observations in the land and it goes without saying that it is strictly just and completely free from any kind of bias whatsoever.

China has three possibilities: (1) China may become enslaved to one or more white nations, (2) China may become enslaved to Japan, (3) China may recover and retain her liberty. The fourth possibility that a consortium of Japan and the white powers may control it is dismissed by the author on the ground that the Japanese will never be able to co-operate with Britain and America.

Should China develop nationalism and militarism (as Japan has done) to save herself? The Honorable Bertrand Russell does not advocate nationalism and militarism and holds that if China is modernised on the Western lines she may repeat the extensive military operations of the Tang dynasty or Hwang Ti or Kublai Khan. The Chinese nation is the most patient in the world; it thinks of centuries as others think of decades. It is essentially indestructable, and can afford to wait. The "civilized" nations of the world, with their blockades, their poison gases, their bombs, submarines and negro armies, will probably destroy each other within the next three hundred years leaving the stage to those whose pacifism has kept them alive, though poor and powerless. The author does not believe in the creed of efficiency for its own sake, nor does he think that the Western push and hustle are the most desirable things on the earth. Peace and stability are the most important things for nations according to this eminent British philosopher. And who can disagree with him?

The second chapter of the book is devoted to the Chinese history before the nineteenth century which is treated in such an eminent way that only a master mind like the author can do so.

In the following chapter on "China and the Western Powers" the author blames Britain, France, Germany, and Russia for their predatory policies in China and shows that China is more civilized than these robbers.

He regrets the anarchy in China and hopes it will end soon. But he thinks that it would be a mistake to exaggerate the evil or to suppose that it is comparable in magnitude to the evils endured in Europe. "I am inclined to think" says the author, "that the inhabitants of China, at the present moment, are happier, on the average, than the inhabitants of Europe taken as a whole."

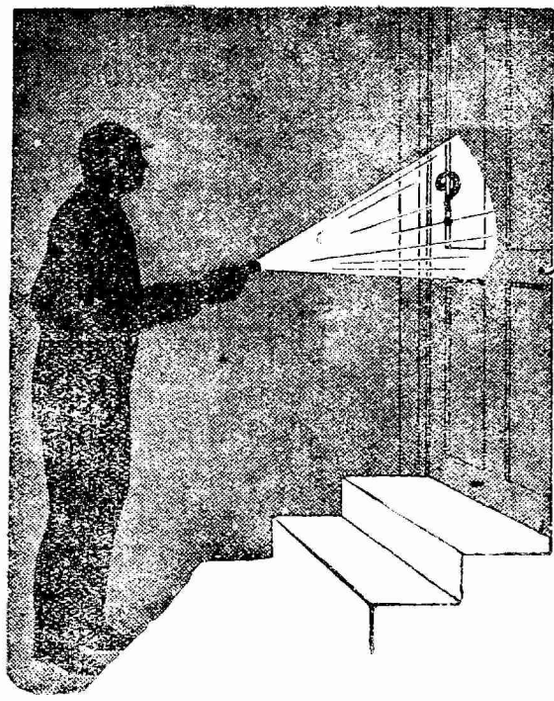
The chapter on Japan is simply brilliant. He traces the development of Japan from the earliest times, and holds that China has done more for the upliftment of Japan than the Western powers. The two students who went to China in 608 A. D. rendered even more illustrious service to their country than Ito and Inouge have done. He is not very far from the truth when he says that the Japanese have a curious passion for separating the real and the nominal governments leaving the show to the latter and the substance of power to the former. He calls the Japanese constitution crude and imperfect and the Japanese imperialists unneighborly. He does not agree with Bland that there is an anti-militarist party in Japan which is going to dominate the foreign policy of Japan.

Bertrand Russell endorses the fine sins of white men as laid down by that great imperialist Dr. M. Ichimura of the Kyoto Imperial university two of which are:

1. Mute men that they alone are human beings, and that all colored races belong to a lower order of civilization.

2. They are extremely selfish, insisting on their own interests, but ignoring the interests of all whom they regard as inferiors.

The author holds Britain partly responsible for Japan's highhanded policy in China during the war. He is satisfied with the results of the Washington Conference, but thinks that the conference has only postponed the evil and not eradicated it. Comparing the Western civilization with the Chinese the author remarks that the Chinese are free from the fanaticism which Europe learnt from the Jews, and in reality the Chinese are superior to the Western peoples in many respects in civilization. Confucianism is without



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priests and persecution and gives a sense of humility and gentleness when the scientific civilization of Europe is militaristic and aggressive.

The whiteman has three objects in China: (1) to fight, (2) to make money, (3) to enforce Christianity. Russell says that none of them is laudable.

The author does not view the growth of industrialism in China with favor and is afraid of the sinister consequences that usually follow in its wake.

The three chief requisites of China are (1) the establishment of an orderly government, (2) industrial development under Chinese control, (3) the spread of education.

Those who see only dirt and dust in China, those who find nothing remarkable in this great Oriental nation, those who think that imperial expansion alone makes a nation great must read this book, replete with philosophical expressions, and revise their judgement about China.

H. P. Shastri

The Chinese Recorder for September

Opinions differ as widely about Church Union as they do about the "fourth dimension." Some say it never has been and never will be. Others admit that it is an interesting theory to juggle with but entirely impracticable. A third contend that though there are no compelling proofs gleaming in our eyes today, the thing is a fact and once understood, believed and acted upon, will revolutionize much of our life.

The *Recorder* has set before us in this issue a searching study of the subject as seen from various angles. Mr. Sparham presents the status of Church Union in Britain showing the gradual coming together of certain of the non-Anglican churches and the trend of the Anglican church toward such interpretations and compromises as may win the other churches, so they hope, back to the fold. Mr. Brockman gives from the standpoint of America the action and reaction as influenced by the Interchurch World Movement, the war and post-war attitudes of mind.

A very scholarly research on the subject of Church Union tendencies in China is given by Mr. Robert Chandler who has culled out from the survey and the commission reports as prepared for the National Christian Council the evidences of union already existent, but has shown the Chinese mind on this subject as highly favorable, except in cases where a too intensely denominational training has been ingrained by the western-minded missionary.

The editorials are excellent—dealing in calm, straightforward candor with the theory and practice of Chinese and Missionaries in their future working-together. The missionary as a specialist, a working-assistant, a real friend, is needed and wanted. The day of the dominant missionary is past.

H. B. L.

Shanghai, September 11, 1923.

A Correction

In our issue of September 15, reviewing the Chinese Catalogue of American Manufacturers, published by Arkell and Douglas, Inc., credit for supporting the publication was erroneously given American manufacturers, whereas in reality the entire expense was borne by Arkell and Douglas. The expense was considerable, as Mr. Platt, the editor, was at work for two and a half years on the catalogue, travelling all over the United States besides coming to China to have it printed. The printing of the volume was likewise very expensive.

Arrival of American Red Cross Unit in Japan

The contingent of American Red Cross medical men and women, consisting of five doctors and twelve nurses arrived in Japan last week after a five day rough voyage on the *s.s. Hsin Ming.*

A part of the unit was assigned to Kobe to the Oriental Hotel where the ball room was turned over to patients and is the main receiving station for emergencies. Private homes in Kobe have been opened for the convalescent patients. Later word was received that some of unit was despatched to Kyoto and Tokio.

All nationalities are being taken care of by the medical corps which is the first foreign relief to arrive. A group of 150 doctors and nurses was expected to arrive in Japan from Manila, as further aid.

Outline for the Study of Current History, Finance and Commerce of China

by

H. F. MacNair, Ph. D.

Professor of History and Government, St. John's University

This outline, primarily for the use of middle schools and colleges, is based upon the Review for last week. It is not intended that the whole of the outline be used but that those topics be selected that are found to be adapted to the class.

1. International Affairs

Topic 1: Earthquake and Fire in Japan

References: Pp. 83-6,108-10

Questions: 1. Name the worst affected areas. 2. Which caused more loss, the quake or the fire? Explain. 3. What good may result eventually from the burning of cities like Yokohama and Tokyo? 4. From what sources has aid been sent? 5. What measures for order have been taken by the Imperial Gov't? 6. Has Japan suffered as France did in the World War? Discuss.

Topic 2: China's Sovereignty

References: Pp. 86-7,90

Questions; 1. What is the Austinian conception of Sovereignty? 2. What modern theories are there in relation to sovereignty? (Note: For an intelligent discussion of these two questions consult the writings of Haines, Duguit, Austin, Laski, Gettell, etc.) 3. Is China's sovereignty a joke? Why is it sometimes so considered? 4. What is Dr. Fox's object in writing this paper? 5. What are his conclusions? 6. Where does the sovereignty of the Chinese Republic lie?

Topic 3: Chinese and Filipino. Constitutional Law

References: Pp. 90,92, and previous issues of *The Review*

Questions: 1. What is meant by "separation of the powers"? Is there such in China? 2. Where does the sovereignty of the people of the United States in the Philippines lie? 3. What is "check and balance"? 4. What power has the Chinese President supposedly in reference to the appointment and removal of officers? 5. Discuss the powers of the Governor-General of the Philippines. 6. What is "habeas corpus"? Discuss it in China. 7. Name ways in which the Provisional Constitution could be improved. 8. What is the veto power? What can you say of it in China and in the Philippines? 9. What is Presidential and what is Parliamentary government? Which is better suited to China? Reasons?

2. Domestic Affairs

Topic 1: Commission Gov't a Possibility

References: Pp. 88-9

Questions: 1. Why are so many foreign nations vitally interested in China's future? 2. Why is John Hay's name well known in China? Sir John Jordan's? 3. What does the latter think of foreign intervention as a method of settling China's difficulties? Why? 4. Why is China called a "land without a government"? 5. What is said of Messrs. Koo, Sun and Tang? Why is it not expected that Dr. Koo will succeed? 6. Name some of the effects of foreign intercourse upon China which are here mentioned. 7. Name three Commissions which are functioning in China. 8. What are the writer's conclusions?

Topic 2: Affairs on the Upper Yangtsze

References: P. 110

Questions: 1. What are the sources of trouble on the Upper Yangtsze? 2. Explain carefully why so many foreign boats are attacked? What type of boat is especially attacked? 3. Have foreign boats a legal right to travel up the Yangtsze? Why?

Topic 3: The Presidential Election

References: P. 110

Questions: 1. What was the date recently set for the election of a President? 2. What actually occurred? Why? 3. Where is General Li Yuan-hung at present? What reason is given for his presence in this place? 4. Upon what does he base his claim to the office of President?

3. Commerce and Finance

Topic 1: Messrs. Stevens and Powell, and American Financial Policy in China

References: Pp. 81-3, 87-8

Questions: 1. Who are Messrs. Stevens and Powell and why are their views on finance in China of interest? 2. What is the source of their disagreement? 3. What is the general attitude taken by Mr. Stevens in criticising Mr. Powell? 4. What reasons are given by Mr. Powell for saying that the attitude of Mr. Stevens is negative? 5. What does he think should be the American financial policy in China? 6. What reasons may be cited for China's suspicion of Western financial schemes? Why is America included now in this suspicion? 7. What criticism is made of certain of America's loans to bankrupt European states? How does it apply? 8. Discuss: "One of the things the leaders of the Washington Conference overlooked was the fact that China needed active practical help instead of platitudinous resolutions of advice".

Topic 2: Damage to Japanese Industrial Enterprises

References: Pp. 84-6

Questions: 1. What are spindles, and why does their destruction in great numbers affect Japan's cotton industry? To what extent? 2. How long is it estimated it will take Japan to recover? 3. What percent of Japan's cotton goods come to China? 4. How has Japanese shipping been affected? Explain the significance of this. 5. How may the financial losses of Japan affect China in the near future?

Topic 3: The Chang Industrial Commission

References: P. 106

Questions: 1. What can you relate concerning the work of the Chang family in Nantungchow? 2. What is the purpose of the recently appointed commission? 3. What does Mr. Chang think of China's troubles? 4. Why does he foresee labor troubles in China? 5. What subjects will be studied by the commission? Where?

Topic 4: The Trade in Fur

References: P. 90

Questions: 1. What and why are "summer furs"? 2. How much money is spent in the United States on furs? 3. Where do the furs come from? 4. Which furs are the most popular and useful? 5. What is "fur farming"?

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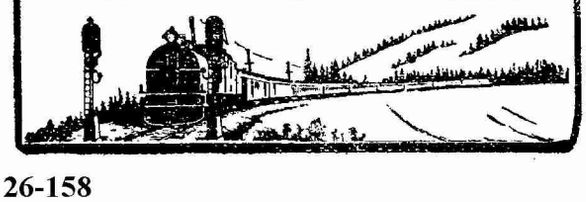


Shanghai Exchange for Week Ending Wednesday, September 19th, 1923.

Exchange:—The London price of silver at 31 1/16d. is 3/4d. higher than last week. The quotation for two months forward at 31 3/8d. is unchanged showing a difference of 5/16d. between ready and two months forward. China has been selling and India buying, the latter would appear to be on speculative account. Our official rate for T/T on London has remained at 3/1 1/4d. throughout the week. Settlements of Export paper on account of silk have been small and general exports show very little signs of revival. The terrible disaster which has visited the principal commercial centre of Japan has left the bulk of the producing districts intact, and railway communication is working, except between a portion of the direct line for about 20 miles South of Yokohama and a few miles North of Tokyo. Imports and Exports can be dealt with through Kobe and Shidmidzu until communications with Tokyo are restored. Yokohama is destroyed and business houses still able to continuebusiness have transferred their offices to Kobe for the time being.

Our stocks of silver are reported as follows:—

Sycee and Bar Silver .....Tls. 24,210,000 a decrease of Tls. 1,550,000.

Chinese and Mexican Dollars..... $ 37,416,000 a decrease of $ 160,000.

Estimated value Tls. 51,145,000 as against Tls. 66,953,000 held at this time last year.

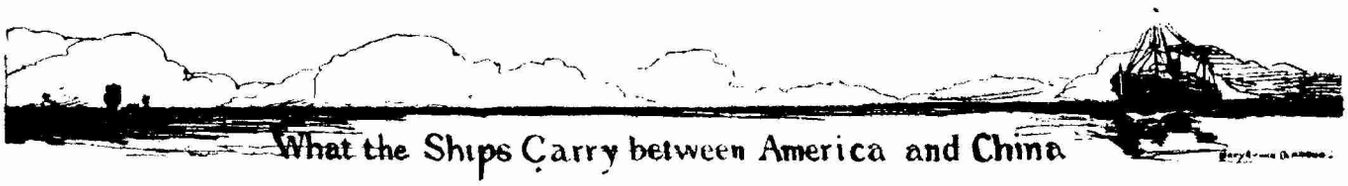
T	Average rates for Aug.	Thursday Sept. 13	Friday Sept 14	Saturday Sept. 15	Monday Sept. 17	Tuesday Sept. 18	Wednesay Sept. 19
Bk's selling rates		*opening closing*	*opening closing*	*opening closing*	*opening closing*	*opening closing*	*opening closing*
T/T London	3 0.385	3/1	3/1 1/4	3/1 1/4	3/1 1/4	3/1 1/4	3/1 1/4
D/Dtos. ,,	—	3/1 1/8	3/1 3/8	3/1 3/8	3/1 3/8	3/1 3/8	3/1 1/8
4m/s ,,	—	3/1 1/4	3/1 1/2	3/1 1/2	3/1 1/2	3/1 1/2	3/1 1/4
T/T India	226.471	228 1/2	230	230	230	229 1/2	229 1/4
T/T France	1,224.231	1215	1225	1210	1200	1215	1220
T/T N Y.	69.163	70	70 1/2	70 1/4	70 1/2	70 1/2	70 1/8
T/T H'kong	74.740	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
T/T Japan	70.942	69 1/2	69	69	69	69	69
T/T Batavia	181.548	184 1/2	185 1/2	185 1/2	185 1/2	185 1/2	185 1/2
T/T Straits	77.192	76 1/4	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Bk's buying rates							
4m/s B/L. Cred. D/A	3/1.635	3/2 1/2	3/2 3/4	3/2 3/4	3/2 3/4	3/2 3/4	3/2 3/4
4m/s ,, D/P	—	3/2 3/4	3/3	3/3	3/3	3/3	3/3
6m/s ,, D/A	3/2.135	3/3	3/3 1/4	3/3 1/4	3/3 1/4	3/3 1/4	3/3 1/4
4m/s B/F. C., D/A, D/P	1,274.231	1275	1285	1270	1260	1275	1280
4m/s N.Y. Lc.	71.663	72 3/4	73 1/4	73 1/4	73 1/4	73 1/4	73 1/4
4m/s ,, Docs	—	73 1/4	73 3/4	73 3/4	73 3/4	73 3/4	73 3/4

†Based on Daily Official quotation, higher rate taken on rising Market, ower when falling	Sept. 13	Sept. 14	Sept. 15	Sept. 17	Sept. 18	Sept. 19
Bullion.						
*London Price of Bar Silver per oz. (English Standard 925 touch) Fence.	31 7/16	31 11/16	31 5/16	31 3/16	31 5/16	31 15/16
**N.Y. Price of Bar Silver per oz. (Pure)	G. $. 63 3/4	G. $. 64 1/8	G. $. 64 1/8	G. $. 64 1/8	G. $. 64 3/8	G. $. 64 3/4
Shanghai Price of GoldBars (weight Tls. 10 (Chauping) 978 touch	Tls. 327.80	Tls. 329.40	Tls. 330.00	Tls. 331.80	Tls. 330.00	Tls. 330.00
Shanghai Silver Bars (weight Tls. 100 (C.)999 touch)	111.00	111.00	111.00	111.00	111.00	111.00
Shanghai Mexican Dollars per $100	72.35	72.3375	72.35	72.25	72.30	72.30
Native Bank Rate of Interest (Callmoney)	4%	4%	4%	4%	4%	4%

*Closing Price in London for Previous day.
**Closing Price in New York for Previousday

Bank of England rate of discount		4%	
Bank of France rate of discount		4 1/2%	
London open Market of rate	Dis. 3 m/s.	3 1/4%	
,,	,, 4	3 1/8%	
,,	,, 6	3 3/4%	

London on Paris	T/T	78.50
London on Germany	T/T	
New York on London	T/T	453 3/4
Bombay on London	T/T	1/4 3/32
Hongkong on ,,	T/T	2/3 3/8
Yokohama ,, ,,	T/T	2/1 1/2



What the Ships Carry between America and China

Returns of the Shanghai Customs

(Key: Pls.—1 Picul or 133 1/3 pounds; Bls.—Bales; Pcs.—Pieces; Mille—thousands; Hk. Tls.—Haikwan Tls., Customs Rate Tls. July 1.26 equal Gold $1)

S. S. Agamemnon, August 17, from U. S. A.

Cotton Flannel, Yarn-dyed, 30 in. by 31 yd.	Pcs.	607
Lanterns	,,	4,800
Motor-cars	,,	10
Motor-cycles	,,	3
Typewriters	,,	51
Silk Seals, with Cotton back	Catties	144
Iron Bars, Old	Pls.	681
Iron Wire Defective	,,	436
Iron Pipes and Fittings	,,	234
Iron, Galvanized:		
Sheets, Plain	,,	113
Tinned Plates, Plain	,,	1,093
Glue, Cow	,,	84
Gum, Arabic	,,	10
Leadfoil and Tinfoil, Mixture	,,	1,127
Sugar of Milk	,,	218
Tobacco, Prepared	,,	7
Files	Doz.	121
Hosiery	,,	58
Oil, Lubricating, Mineral	Galls.	8,676
Oil, Transformer	,,	3,000
Turpentine, Mineral	,,	110
Varnish	,,	1,861
Cigars	Mille	4
Cigarettes	,,	75,000
Dyes, Aniline, Pkgs. 167	Hk. Tls	9,949

S. S. Shinyo Maru, August 20, from U. S. A.

Glycerine	Pls.	167
Leather, Coloured	,,	1
Leather, Sole	,,	3
Cigarettes	Mille	30,000
Treasure, Silver Bars	Hk. Tls.	427,064

S. S. Hawaii Maru August 20, from U. S. A.

Wax, Paraffin	Pls.	842
From Japan.		
Ink, Printing	Pls.	4

S. S. Antilochus, August 29, from U. S. A.

To Boston.

Tea, Green:

Young Hyson, other Ports	Pls.	617
Oil, Wood	,,	837

To New York.

Tea, Black, Hankow	Pls.	617

Tea, Green:

Gunpowder, Ningpo	Pls.	561
Gunpowder, other Ports	,,	35
Bristles	,,	388
Egg, Albumen, Dried	,,	9
Hair, Horse	,,	111
Oil, Wood	,,	421
Straw Braid, White	,,	101
Mats, Rush	Pcs.	22,800
Carpets	Hk. Tls.	5,041

S. S. Alabama Maru, August 22, from Vancouver

Butter	Pls.	407

From U. S. A.

Cigarettes	Mille	65,750

Timber:

Softwood, Ordinary Sawn	Sup. ft.	27,238

S. S. Canadian Highlander, August 28.

To Philadelphia.

Carpets	Hk. Tls.	230

Weekly Cotton Market Report

By A. B. Rosenfeld & Son

China Cotton:—Since writing our last week's report the cotton market witnessed a succession of firm markets, with prices showing an advance of about one tael as compared with last week's level. No further explanation is required than the upward tendency of Mid-Americans which continued since last Thursday and this fact has had its sympathetic effect on our market.

Mid-Americans have advanced for the week over 200 points, spot cotton having touched gold cents 29.75 which reached a new high level for the season, the market closing with a firm undertone.

From the above, it will be seen that the course of prices will be governed by the future outlook of the world markets, and chiefly by the weather conditions in the China Cotton Belt.

Yarn.—Although the yarn market was easier during the early part of the week, due to speculators trying to bear the markets, the situation in general has not undergone any decided change and the net result for the week has been a moderate advance.

Liverpool, September, 13, 1923.

Liverpool Market:—

Fully, Middling Spot.....17.29 Pence
,, ,, October.....15.54 ,,
,, ,, January.....15.02 ,,
Market:—*Steady.*

New York, September, 13, 1923.

New York Market:—October.....27.52 Cents
December.....27.20 ,,
January.....26.77 ,,
March.....26.80 ,,
May.....26.72 ,,
Spot.....28.55 ,,
Market:—*Easier.*

Bombay, September 13, 1923.

Bombay Market:—

Broach, F. G. April/May,.....Rps. 472 per Khandy
Fully Good Bengal, Dec./Jan..... ,, 383 ,, ,,
Fine Oomra, Dec./Jan..... ,, 432 ,, ,,
Market:—*Steady.*

Shanghai Market:—

Tungchow Oct./Nov..... Tls. 36.50
Shanghai, Oct./Nov..... ,, 34.00
M-ginned, Oct./Nov..... ,, 34.00
Taichong, Oct./Nov..... ,, 35.25
Shensi, No. 1 Nov./Dec..... ,, 36.00
Ningpo Spot..... ,, 33.50
Market:—*Steady.*

THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital Authorized..... £1,200,000.00
Capital Paid-up £1,066,520.00
Reserve Fund.....H.K. $800,000.00

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No. 6 Des Voeux Road Central, Hongkong

Offices:
Shanghai, New York, Canton and Bangkok.

Shanghai Office:
No. 1 & 2 Ningpo Road.

Agencies:

Honolulu	San Francisco	Kobe
London	Samarang	Batavia
Manila	Singapore	Canada
Yokohama	Sourabays	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

Wong Wen-kuang,
Manager.

In The United States Court for China

(Established by Act of Congress of June 30, 1906.)

JUDGE, Charles S. Lobingier.
U.S. ATTORNEY, Leonard G. Husar.
U. S. COMMISSIONER, Nelson E. Lurton.
CLERK, William A. Chapman.
OFFICE HOURS 10-12; 2-4.
U. S. MARSHAL, DISBURSING OFFICER, } Thurston R. Porter.
PRISON PHYSICIAN, DR. T. B. Dunn.
DEPUTY MARSHAL, Wm. Van Buskirk.
TIENTSIN:
SPECIAL DEPUTY MARSHAL, Harry V. Fuller

All Notices, Announcements, Judgments, Orders and other Proceedings appearing in this department of THE WEEKLY REVIEW may be accepted as authentic.

MOTION DAY.

All contested motions and demurrers will hereafter be heard on Mondays, beginning at 3 P. M.; provided notice thereof with proof of service on the adverse party or his attorney shall have been filed in the clerk's office by 12 Noon of the preceding Saturday.

ADMISSION TO THE BAR.

Hereafter, applicants for admission to the bar of this court, whether previously admitted elsewhere or not, will be examined on the following:

1. Extraterritoriality, 25 Corpus Juris, 299—331.
2. Extraterritorial Cases.
3. Extraterritorial Remedial Code.
4. U. S. Rev. Stats., secs. 4083—4131 (Act of Congress of June 22, 1860, 12 U. S. Stats. at Large, Ch. 179.)
5. China Court Regulations.
6. Act of Congress of June 30, 1906 (34 U. S. Stats. at Large, Ch. 3934).

BAR EXAMINING COMMITTEE: Nelson E. Lurton. W. W. Blume. Roland S. Haskell.

Shanghai, China, January 2, 1923.

Minutes of Recent Proceedings

Hearings:

Sept. 13, 1923, Cause No. 2302, E. Greenfield v. L. Slegman; testimony taken of S. Greenfield, E. Greenfield, L. Slegman; continued.
" 14, " " " 2308, U. S. v. C. McCormick; arraignment; plea of guilty entered.
" 14, " " " 2309, U. S. v. T. McCoy; arraignment; plea of guilty entered.
" 14, " " " 2310, U. S. v. J. M. Nelson; arraignment; plea of not guilty; testimony taken of F. Fernandez, J. Johnston, W. Campbell, A. Mackie; submitted.
" 14, " " " 2307, U. S. v. L. D. Kearny; arraignment; plea of not guilty entered.
" 17, " " " 2307, U. S. v. L. D. Kearny; on demurrer to information; submitted.
" 17, " " " 2286, V. Solovieff v. Pacific Mail S/S. Co.; on motion to make more definite; submitted.
" 17, " " " 2134, Auto-Palace Company v. H. S. Honigsberg & Co.; on motion to set; assigned.
" 17, " " " 2268, E. Henry v. Soochow Brick & Tile Co.; on demurrer; petition to be amended.

UNIVERSAL LEAF TOBACCO COMPANY INC., PLAINTIFF, v. BARBER STEAMSHIP LINES, INC., DEFENDANT

(Continued from last week)

who did. The latter were not on the ship long at one time and do not claim to have seen many instances of actual contact; but the conditions which produced them were there thruout and must be reckoned with in determining the weight of defendant's claim that all the damage was due to insufficient packing.

The testimony of Captain Bayes-Davy reveals an altogether different cause—"excessive handling." He testifies:

> "Q The hogsheads are usually landed in good shape?
> A After it is discharged direct from the ship to the lighter it will be discharged in good shape. * * For a matter of five or six years we used to land them without any breakage at all because we would discharge them in a proper manner. * * * For years no tobacco was ever put on to a wharf, put direct from the ship to the lighter. The customs used to clear the tobacco for that very reason before the ship came in so that as soon as the ship came in the tobacco would be put on to the lighters and taken direct and save another two handlings. For years we had no breakage of tobacco." (pp. 127, 112 Cf. Capt. Angus, (p. 42) who says that the cause of damage was "the handling.")

We can infer only that, had this practice of discharging from ship to lighter been followed in the present instance, there would have been no breakage, in the opinion of this witness.

We do not overlook the clause providing that "carrier's responsibility ceases" at ship's deck and for "discharge into lighters at the risk and expense of the consignee." But if there were two modes of discharge, one of which would have saved the cargo and the other not, defendant, after adopting the latter, is hardly in a position to claim insufficient packing as the sole cause of damage. Nor is it incumbent on plaintiff to prove that these other causes were adequate. As we have seen, the burden rests upon defendant to bring itself within the exception pleaded—insufficient packing. In the light of all the testimony, we are unable to find that it has met that burden, nor, considering the patent character of the defects claimed, that it would have been relieved had such insufficiency been proved.

Where, as in this case, receipt of the cargo by the carrier "in apparent good order and condition" is admitted,

> "very slight evidence will be sufficient to throw upon the carrier the burden of showing that the goods have been delivered." [10]

Plaintiff's manager testifies (pp. 10, 133, 134) that of the 249 hogsheads, 178 were delivered to plaintiff, leaving 71 undelivered because of damage. This is corroborated by Captain Reeves who says "the man who represented Universal Leaf Tobacco Co. told me he had 72 hogsheads broken" (p. 74) and would seem quite sufficient within these authorities, to place upon defendant the burden of proving delivery of more than 178 hogsheads. We do not think this burden is met nor plaintiff's testimony overcome, by

10. Nelson J., in *The Falcon*, 8 Fed. Cas. 959. Cf. Woodbury v. Frink, 14 Ill., 279; Chicago etc. R. Co. v. Provine, 61 Miss., 288.

Sept. 17, 1923 Cause No. 1274, Yang Ting Dzung v. International Banking Corporation et al; on motion to set; assigned.
" 17, " " " 2136, Kingdom of Italy v. The Robert Dollar Co; on motion to set; passed.
" 17, " " " 1351, Nanyang Brothers Tobacco Co. v. Green Star S/S Co.; on motion to set; assigned.
" 17, " " " 2206, Shanghai Hotels Limited v. A. P. Pattison; on motion for execution; submitted.
" 17, " " " 2161, Martin v. Martin; testimony taken of Dr. P. Martin, Dr. T. G. Mc-Martin; submitted.
" 17, " " " 2190, Webb v. Webb; testimony taken of C. H. Webb, J. M. de Figueredo; submitted.
" 17, " " " 2304, A. Lafuente v. A. B. Rosenfeld; on motion for bill of particulars; passed.
" 17, " " " 2226, Geo. A. Mayer v. L. D. Kearny et al; on motion for judgment; passed.
" 17, " " " 2245, Louis Frank Roth v. The Kearny Co. Inc.; on motion for judgment by default; passed.
" 17, " " " 1544, Emil S. Fischer v. Charles Stone; on motion for complete record on appeal; on motion to approve appeal bond; submitted.
" 17, " " " 1378, American Sales Corporation v. U. S. Shipping Board et al.; on motion to set; assigned.
" 17, " " " 1800, Banque Belge Pour l'Etranger v. Montgomery Ward & Co.; on motion for execution; on motion to extend time for docketing record on appeal; submitted.

(Before the Commissioner)

Sept. 15, 1923, Crim. No. 498, U. S. v. H. B. Niles; testimony taken of Utam Singh, Yuen Ching Yui; submitted.
" 15, " " " 501, U. S. v. P. M. Peyran; testimony taken of W. R. Kinniple; submitted.
" 15, " " " 502, U. S. v. D. K. Tom; testimony taken of V. Wooley, D. K. Tom; submitted.
" 15, " " " 497, U. S. v. Geo. A. Mayer; on motion to dismiss.
" 15, " Civil " 120, Oriental Press v. J. O. Donoven; on motion for security; passed.

Judgments and Orders:

Sept. 11, 1923, Cause No. 2272, Colbert v Colbert; order allowing defendant until Nov. 9, 1923, to file answer.
" 12, " " " 2301, U S. v. T. J. Howe et al; order of dismissal.
" 12, " " " 2285, Vanderhill v. Vanderhill; order of dismissal.
" 12, " " " 2281, The Glen Line Ltd. v. The Kearny Co. Inc.; order of dismissal.
" 13, " " " 2103, Maria P. Kamoff v. International Banking Corporation; order sustaining application to dismiss.

(By the Commissioner)

Sept. 15, 1923, Crim. No. 498, U. S. v. H. B. Niles; dismissed.
" 15, " " " 501, U. S. v. P. M. Peyran; assessed costs.

merely showing the total number of hogsheads carried nor the number of damaged ones consigned to others than plaintiff. It must be remembered that defendant's answer contains no denial, specific or general, of plaintiff's averment (5) that 71 of its hogsheads were so damaged "that it was impossible to segregate" the contents. The wharf book (Ex. 2), upon which defendant so much relies, guardedly recites

(Continued next week)

Sept. 15, 1923, Crim No. 502, U. S. v. D. K. Tom; dismissed.
" 15, " " " 497, U. S. v. Geo. A. Mayer; dismissed.

Assignments for Hearing:

Sept. 24, 1923, 9.30 a.m., Cause No. 1032, Belgian Trading Co. v. Neuss, Hesslein & Co.
" 25, " 9.30 a.m., Cause No. 2307, U. S. v. L. D. Kearny.
" 28, " 9.30 a.m., Cause No. 1274, Yang Ting Dzung v. International Banking Corporation et al.
Oct. 5, " 9.30 a.m., Cause No. 2134, Auto-Palace v. H. S Honigsberg & Co.;
" 16, " 9.30 a.m., Cause No. 1351, Nanyang Brothers Tobacco Co. v. Green Star S/S Co.
" 19, " 9.30 a.m., Cause No. 1378, American Sales Corporation v. U. S. Shipping Board et al.

Miscellaneous Filings:

Sept. 11, 1923, Corpn. No. 143, Biographical Publishing Co Inc.; articles o incorporation.
" 12, " Cause " 2303, Fu Chung Yao v. Sin Wan Pao Co.; demurrer
" 12, " " " 2134, Auto-Palace Co. v. H. S. Honigsberg & Co.; motion to set.
" 12, " " " 2268, E. Henry v. Soochow Brick & Tile Co.; notice on demurrer.
" 12, " " " 1274, Yang Ting Dzung v. International Banking Corporation, et al; motion to set.
" 12, " " " 2125, U. S. v. V. S. Elliott; bond.
" 12, " " " 2136, Kingdom of Italy v. The Robert Dollar Co.; motion to set.
" 12, " " " 1351, Nanyang Brothers Tobacco Co. v. Green Star S/S Co.; motion to set.
" 13, " " " 2056, Shanghai Municipal Council v. Elmonts; writ of execution issued.
" 13, " " " 2053, In re assignment of Cosmos Commercial Corporation; objection to assignee's report.
" 13, " " " 2206, Shanghai Hotels Limited v. A. P. Pattison; motion for execution.
" 13, " " " 2304, A. Lafuente v. A. B. Rosenfeld; motion for bill of particulars.
" 13, " " " 2226, George A. Mayer v. L. D. Kearny; motion.
" 13, " " " 2245, Louis Frank Roth v. The Kearny Co. Inc.; motion.
" 13, " " " 1544, Emil S. Fischer v. Charles Stone; notice of motion re record on appeal; motion to approve appeal bond.
" 13, " " " 846, Zee Foh Sung v. Frank Fernandez; praecipe for execution; writ of execution issued.
" 14, " " " 2307, U. S. v. L. D. Kearny; information; bond.
" 14, " " " 2308, U. S. v. C. McCormick; information.
" 14, " " " 2309, U. S. v. T. McCoy; imformation.
" 14, " " " 2310, U. S. v. John M. Nelson; information.
" 14, " " " 2275, In re The Kearny Co. Inc. in bankruptcy; motion to set.
" 14, " " " 1378, American Sales Corporation v. U. S. Shipping Board et al; motion to set.
" 14, " " " 1800, Banque Belge Pour l'Etranger v. Montgomery Ward & Co.; motion for execution.
" 14, " " " 1032, Belgian Trading Co. v. Neuss, Hesslein & Co.-assignment.
" 15, " " " 2294, F. J. Schuhl v. Beckman-Linden Engineering Corpora; tion; amended petition; alias summons issued.
" 15, " " " 2177, K. A. Massey v. Robert R. L Fernbach; alias wri of execution.
" 15, " " " 2295, E. Slutsky and A. Fisheff v. International Banking Corporation; answer.
" 15, " " " 1800, Banque Belge Pour l'Etranger v. Montgomery Ward & Co.; motion to extend time to docket record on appeal.
" 15, " " " 2053, In re assignment of Cosmos Commercial Corporation; reply to objection to assignee's report.
" 15, " Corpn. " 144, The Mah-Jongg Company of China, Inc.; articles of incorporation.
" 17, " Cause " 2307, U. S. v. L. D. Kearny; demurrer to information.
" 17, " " " 1506, Fur & Wool Trading Co. (D. Biedermann) Ltd. v. Andersen, Meyer & Co. Ltd; plaintiff's reply brief.

(By the Commissioner)

Sept. 13, 1923, Crim. No. 501, U. S. v. P. M. Peyran; complaint.
" 13, " Civil " 120, Oriental Press v. J. O. Donovan; motion for deposit.
" 13, " Crim. " 483, U. S. v. P. A. Sargeant; motion to discontinue.
" 13, " " " 502, U. S. v. D. K. Tom; complaint.

In the International Mixed Court at Shanghai, China.

Belting & Leather Products Association, Inc., and Bradford Belting Company, Plaintiffs,

vs.

Young Men Import Company, (青 年 公行) Defendant.

Foreign Civil Case No. 4345

Filed at Shanghai, June 14, 1923.

SYLLABUS

1. TRADEMARKS: A trademark owned by an American firm used on Leather Belting, consisting of a deer (stag) head within a circle, above which is the word "Trademark" and below which is the word "Monarch," which said trademark had acquired the Chinese nickname of "Loh Der Pah"(鹿頭牌) (meaning "Deer Head Brand") held to be infringed by a trademark appropriated by a Chinese firm, consisting of two deer (stag) heads, above which, according to the grade of the belting, appear the words "Climax," "Rival" or "Ratan" and below which two deer heads following the words in English "Double Stagged Head," "Young Men Import Co., Shanghai, Hudson Belting Co., Worcester, Mass., U.S.A."

2. Id: Protection of American trademarks in China may be said to exist as an equitable principle in addition to any rights conferred by treaty.

3. Id: The lawful proprietor and employer of a trademark has an exclusive right of use, and is entitled to be effectively secured in a full enjoyment of that right, and if other persons are to be permitted to violate that exclusive right on the plea that the infringing trademark has such accessories as to render deception of purchasers improbable or even impossible an element of uncertainty and confusion will be introduced which cannot fail to encourage fraud and promote litigation.

4. Id: A sound public policy requires that the owner of a valid trademark receive equitable protection against one who subsequently adopts a mark calculated to create confusion of the goods of the respective parties.

5. Id: The duty is incumbent upon one entering into competition with an established business to make an honest effort to accentuate differences in trademarks and names.

6. Id: A trademark used on Leather Belting consisting of a deer head within a circle, above which is the word "Trademark" and below which is the word "Monarch" held to be non-descriptive.

7. PRESUMPTIONS. If there is a strong resemblance existing between trademarks which is unexplained, the natural inference is that the simulating mark or name has been adopted with the object of advertising the adopter at the expense of the owner, and of obtaining an advantage belonging to the latter; in addition to the calculation to mislead the public by confusing the goods of the two parties.

Davies & Bryan, by R. T. Bryan, Jr., for the plaintiff.

Frank W. Hadley for the defendant.

ALLMAN, Assessor.

This cause came on for hearing upon plaintiffs' amended petition and defendants' answer. Plaintiffs allege that the trademark used by the defendant upon its leather belting is so similar to the trademark of the plaintiffs in design and get-up as to deceive the public into buying the leather belting of the defendant for the leather belting of the plaintiffs, therefore plaintiffs pray for a permanent injunction restraining defendant from using the alleged infringing trademark, as well as for the usual relief.

The plaintiffs, an American firm, are the owners of a trademark consisting of a deer (stag) head within a circle above which is the word "*trademark*" and below which is the word "*Monarch*." Both of these words are along the lines of arcs outside the circle. The plaintiffs allege that they have appropriated this trademark to leather belting of first quality only. This trademark has been used by plaintiffs in the United States since 1890 who registered it in the United States in January 1911. Plaintiffs have used this trademark in China the same as in the United States since prior to 1911 and filed this trademark for registration with the Chinese Maritime Customs at Shanghai in 1920. Plaintiffs' trademark was introduced to the Chinese market as "Deerhead Brand" or (Loh Der Pah—Shanghai dialect—鹿頭牌).

Defendants a Chinese firm about 1920 appropriated to leather belting of first and other qualities a trademark consisting of two deer (stag) heads above which appears according to the grade of belting the words "Climax," "Rival," or "Ratan." Below the two deer heads the following words appear in English: "Double Stagged Head," "Young Men Import Company, Shanghai," "Hudson Belting Company," "Worcester,Mass.,U.S.A." All these words are along straight lines except the maker's name which appears in an ellipse. This trademark was applied or stamped on the belting by the Manufacturer in the United States at defendants' inpstance until plaintiff objected after which defendant stamped the trademark on in Shanghai. Defendant's trademark is called in Chinese double deerhead or (Shuang Loh Der Bah 雙鹿頭牌).

Plaintiffs cited Article IX of the treaty of 1903 between China and the United States as entitling them to protection against infringement or imitation. The right to protection in such cases however may be said to exist as an equitable principle in addition to any rights conferred by treaty. The lawful appropriator and employer of a trademark has an exclusive right of use, and is entitled to be effectively secured in the full enjoyment of that right. If other persons are to be permitted to violate that exclusive right on the plea that the infringing mark has such accessories as to render deception of purchasers improbable or even impossible an element of uncertainty and confusion will be introduced which cannot fail to encourage fraud and promote litigation. A sound public policy requires that the owner of a valid trademark receive equitable protection against one who subsequently adopts a mark calculated to create confusion of the goods of the respective parties.

That the right to protection exists as aforesaid may be inferred from the decisions of the Supreme Court at Peking, particularly decision No. 1128 of the 7th year. This case reads in part as follows; "The right to the use of a trademark is to avoid deception or 'mistaken recognition' by the use of an imitated or simulated trademark calculated to deceive an ordinary purchaser. This right extends to loss of profits by such means....."

We come now to the question of infringement. Plaintiffs proved by oral and documentary evidence that their trademark has been used in China prior to 1911. Defendant's manager testified that defendant adopted and has been using his trademark in China since 1920. His documentary evidence related to sales just prior to the time of this action. Up until the time of the appearance of the defendant's trademark the plaintiffs' trademark was known in Chinese as "Deer head Brand"—Loh Der Bah (鹿頭牌). Loh Der (鹿頭) being the only name in Chinese for deer head. If it was desired to indicate a stag, or doe, the words male or female would have been added. Plaintiffs' trademark is used on first quality belting only and like defendant's is sold largely to Chinese consumers. Defendant's trademark is called in Chinese Double Deer head—Shuang Loh Der Bah (雙鹿頭牌). The Chinese name used by defendant does not mean double stag head (as appears under the defendant's trademark in English) without the addition of the Chinese characte male. As it is used it means double deer head. Defendant also uses in English the manufacturer's trademarks "Climax", "Rival," etc., according to the several qualities of belting in addition to the Chinese version of his trademark, but there is no evidence to indicate that these words are ever translated into or form part of the Chinese version of his trademark.

That there is confusion of the two trademarks may be seen from the testimony of defendant's own witnesses. These witnesses are dealers and jobbers. Plaintiffs' trademark

was first known as deer head brand (Loh Der Bah 鹿頭牌) which is both the literal and idiomatic translation. Defendant's witnesses all testified that plaintiffs' trademark is known as "Single Deerhead Brand" (Tan Loh Der Bah 單鹿頭牌), and defendant's trademark is known as "Double Deerhead Brand" (Shuang Loh Der Bah 雙鹿頭牌). One of defendant's witnesses testified that plaintiff's trademark was called "Single Deerhead Brand" to distinguish it from defendant's which was called "Double Deerhead Brand" as aforesaid. Several of the witnesses testified that if "Deerhead Brand" was now called for they would show the customer both plaintiffs' and defendant's belting. That when orders were received for "Deerhead" belting an inquiry had to be made as to whether plaintiffs' or defendant's belting was meant. One of plaintiffs' witnesses testified that he had on one occasion been offered defendant's belting when he had called for plaintiffs' deerhead belting. This witness also testified that deerhead is the best known belting on the Chinese market. Two of plaintiffs' witnesses testified that they first heard of defendant's double deerhead belting about the first part of 1922.

It thus appears from the evidence that defendant's adoption of the trademark in question has forced the addition of a character to the designation of the trademark already adopted and used for a long time by plaintiffs to distinguish it from defendant's later trademark but that even with this addition confusion still exists and trade that might otherwise flow to plaintiff by virtue of his trademark may be diverted to defendant.

The duty is incumbent upon one entering into competition with an established business to make an honest effort to accentuate differences in trademarks and names. There is a choice of many signs, symbols and names and it is apparently so easy for one who honestly seeks to sell his own goods as his own to so dress them so as to avoid simulating a strong resemblance in mark or name to plaintiffs' goods. When a strong resemblance exists the natural inquiry is why do they exist? If unexplained the natural inference is that the simulating mark or name has been adopted with the object of advertising the adopter at the expense of the plaintiff and of obtaining an advantage belonging to the latter; in addition to the calculation to mislead the public by confusing the goods of the two parties.

Now as to the American cases cited by defendant as parallel cases and so entitling him to a dismissal of the case at bar. In the case of Popham against Cole (66 N. Y. 69) the Court very properly held that the picture of a pig was not infringed by another picture of a pig both being appropriated to lard since a pig is descriptive of the origin of the goods on which it is used and hence not a valid trademark.

In the case of Bickmore Gall Cure Company vs Karns Manufacturing Company (134 Fed. 833) the complainant brought a bill to enjoin the use by defendants of four horses as a trademark alleging unfair competition and infringement of complainant's one horse. The lower court held that there was no infringement or unfair competion. The lower court said, "Such a trademark for gall cure would be *generic in character.*" Nevertheless the higher court reversed this decision and held that it was not necessary to decide whether there was an infringement as a case of unfair competition had been made out. The higher court said:

UNFAIR COMPETITION—IMITATION OF LABELS AND DRESS OF GOODS

"Where two persons are engaged in selling like goods while neither can acquire the exclusive right to aptly designate and describe them or to attractively present them for sale, with appropriate directions for their use, neither has the right to do any of these things in such manner as to mislead purchasers into the belief that his goods are those of his competitor; and, where it is shown that the resemblances in such particulars are so calculated to mislead that they can be reasonably accounted for only on the hypothesis of simulation and design, a case of unfair competition is made out, which entitles the older dealer to an injunction, even though actual deception is not shown."

This court therefore cannot find that the facts and findings in the above case are of any support to defendant's contention in the case at bar that his trademark is a valid one and in no way infringes plaintiffs.' It is not contended that "Deerhead" in the case at bar is descriptive of the goods on which it is used.

On the contrary the court finds after a careful consideration of the circumstances and evidence that defendant's trademark is a colorful infringement of plaintiffs and has forced a change in the Chinese designation of plaintiffs' trademark as well as caused confusion in the goods of the respective parties. It is therefore ordered and adjudged that the said defendants. their agents and servants do absolutely and perpetually desist and refrain from using said trademark of "two deer heads" (called by defendants in English "Double Stagged Head.") That said trademark be obliterated under direction of an officer of this Court from all leather belting now in defendant's possession.

That plaintiffs recover cost of this action.

By the Court,

N. F. Allman, Assessor,

Yui Ying Vong, Magistrate.

In the United States Court for China

SEVERINO CADIZ, Plaintiff,	Cause No. 2306 Civil No. 843
—v.—	SUMMONS
LIBRADA CADIZ, Defendant.	

The President of the United States of America

To the United States Marshal for China and his Deputies—

GREETING:

You are hereby commanded to serve this Summons and a copy of the complaint in the above entitled action upon the defendant—

Librada Cadiz

if found within the jurisdiction of this Court and to notify her to be and appear before this Court on or before the sixtieth day after service hereof to file her written answer on oath.

(SEAL) WITNESS the HONORABLE CHARLES S. LOBINGIER, Judge of the United States Court for China, at Shanghai, China, September 11, 1923.

W. A. CHAPMAN
Clerk.

Excerpt from Regulations, Section 8: On proof of due notice, judgment by default shall be procured against any defendant failing to appear and file his written answer as required.

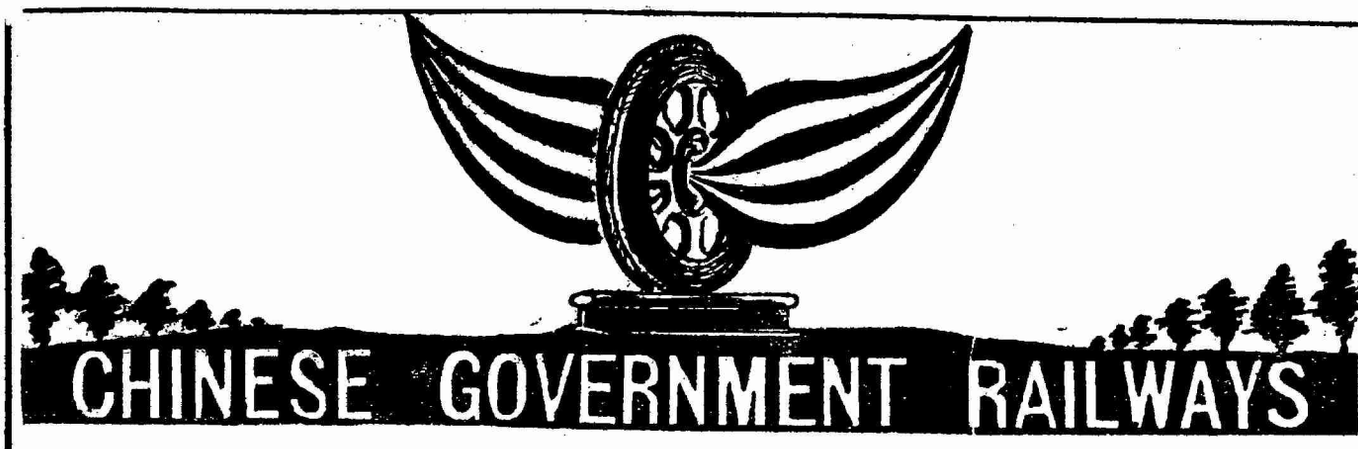
IN THE UNITED STATES COURT FOR CHINA

In re Estate of BERNARD F. WIENS, Deceased.	Cause No. 2239 Estate No. 511 NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of the above named deceased, to present the same with vouchers to the undersigned on or before December 13, 1923, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

SARAH WIENS,
Executrix,
Shonghong via Swatow, China.

June 13, 1923.



Shanghai-Nanking Railway Abridged Time Table.

Shanghai North to Nanking—Up (Main Line) **Nanking to Shanghai North—Down**

STATIONS	Local	Fast R.	Local	3rd & 4th Local	S.N.L. T.P.L. Express Mail	3rd & 4th	Local	S.N.L. T.P.L. Fast Express	Local	Fast Local	Local	Local	Night Express R. S.
Shanghai North d.		7.00	7.15	7.35	9.30	9.50	12.10	12.30	15.25	17.15	17.45	19.35	21.30
Nansiang ... ... d.		7.28	7.45	8.03	—	10.31	12.41	12.58	16.01	17.47	18.15	20.05	0.02
Soochow ... ... d.		8.59		9.41	11.14	12.53		14.43	18.24	19.39			1.39
Wusih ... ... d.	7.00	9.59		10.44	12.02	14.12		15.38	19.34	20.36			2.38
Changchow ... d.	8.14	10.56		11.41	12.49	15.28		16.38		21.38			3.42
Tanyang ... ... d.	9.30	11.52			13.38	16.28		17.38					—
Chinkiang ... d.	10.31	12.49			14.22	17.34		18.33					5.34
Nanking ... ... a.	12.30	14.21			15.43	19.33		20.02					7.20
Pukow ... ... d.					19.10			21.00					
Hsuchowfu ... d.					—			5.08					
Tsinanfu ... ... d.					—			13.16					
Tientsin Central a.					—			—					
Do. d.					23.52			21.20					
Tientsin East... a.					0.02			—					
Do d.								22.05					
Peking ... ... a.								1.30					

STATIONS	Local	Fast Local	Local	Local	Fast R.	3rd & 4th Local	3rd & 4th	Fast R.	Local	Local	Express R.	Local	T.P.L. Mail	S.N.L. Night Express T.P.L. Express
Peking ... ... d.													—	15.25
Tientsin East ... a.													—	—
Do. d.													14.35	20.27
Tientsin Central a.													—	—
Do. d.													—	20.47
Tsinanfu ... ... d.													—	4.50
Hsuchowfu ... d.													—	13.00
Pukow ... ... a.													18.49	20.57
Nanking ... ... d.					7.40		8.10	11.05			15.50	16.15		23.00
Chinkiang ... d					9.20		10.25	12.54			17.29	18.27		0.52
Tanyang ... ... d.					9.57		11.21	13.36			18.03	19.26		—
Changchow ... d.			7.10		10.59	12 00	12.44	14.32			18.57	20.46		2.41
Wusih ... ... d.		7.20	8.22		11.59	13.02	14.07	15.33			19.43	21.52		3.53
Soochow ... ... d.		8.21	9.39		12.54	14.02	15 25	16.31			20.32			4.58
Nansiang ... ... d.	8.15	10.33	11.34	13.00	14.33	16.03	17.45	18.18	18.40	20.33	—			6.26
Shanghai North a.	8.42	11 00	12.05	13.30	15.00	16.30	18.20	18.45	19.13	21.05	22.00			6.50

Woosung Forts to Shanghai North—Up (Branch Line) **Shanghai North to Woosung Forts—Down**

Woosung Forts d.	6.45	8.15	9.40	11.05	12.30	13.55	15.20	16.45	18.10	19.35	21.00	22 25	23 50	1.15	Shanghai North d.	6.00	7.30	9.00	10.25	11.50	13.15	14.40	16 05	17.30	18.55	20.20	21.45	23.10	0.35
Kiangwan ... d.	7.10	8.40	10.05	11 31	12.55	14.20	15.46	17.10	18.35	20.00	21.25	22.50	-0 15	1.40	Tientungan ... d	6.05	7.35	9.05	10.30	11.55	13.20	14.45	16.10	17.35	19.00	20.25	21.50	23.15	0.40
Tientungan ... d	7.16	8.46	10.11	11.37	13.01	14.26	15.52	17 16	18.41	20.06	21.31	22.56	0.21	1 46	Kiangwan ... d.	6 12	7 42	9.12	10.37	12.02	13.27	14.52	16.17	17.42	19.07	20.32	21.57	23.22	0.47
Shanghai North a.	7.20	8.50	10 15	11 41	13.05	14.30	15 56	17.20	18 45	20 10	21.35	23.00	0.25	1.50	Woosung Forts a	6.35	8.06	9.35	11.00	12.25	13.50	15.15	16.40	18.05	19.30	20 55	22.20	23.45	1.10

R. Restaurant Cars. * These additional trains run each Saturday and Sunday S. Sleeping Cars

Shanghai-Hangchow-Ningpo Railway Abridged Time Table.

Down Shanghai North-Zahkou (Main Line) Zahkou-Shanghai North Up.

STATIONS	Fast Local	Express R.	2nd 3rd & 4th	Local	Fast R.	Fast Local	Local	Night Express R.
Shanghai North.....dep.	..	8.00	9.00	..	13.20	15.35	..	19.15
Jessfield.....dep.	..	8.15	9.16	..	13.36	15.51	..	19.30
Siccawei.....dep.	..	8.21	9.23	..	13.43	15.58	..	19.36
L'hwa Junction.....dep.	..	8.35	9.40	..	14.00	16.15	..	19.50
Shanghai South .....dep.	..	*8.05*	*9.05*	*12.30*	*13.25*	*15.45*	*17 35*	*19.20*
Lunghwa Junction.....arr.	..	*8.23*	*9.23*	*12.48*	*13.43*	*16.05*	*17.53*	*19.38*
Sungkiang .....dep.	..	9.14	10.50	..	14.46	17.10	..	20.29
Kashai .....dep.	..	10.01	11.57	..	15.43	18.08	..	21.16
Kashing.....dep.	7.05	10.31	12.40	..	16.16	18.30	..	21.46
Yehzah .....dep.	7.45	11.02	13.32	..	16.56	----	..	22.17
Changan .....dep.	8.31	11.36	14.23	..	17.40	----	..	22.51
Hangchow .....dep.	9.43	12.30	16.00	..	18.50	----	..	23.45
Zahkou .....arr.	10.05	12.45	16.30	..	19.10	----	..	24.00

STATIONS	Local	Fast Local	Express R.	2nd 3rd & 4th	Fast R.	Local	Fast Local	Night Express R.
Zahkou ..... d.	..	..	7.15	8.40	13.20	..	15.05	18.00
Hangchow ..... d.	..	..	7.40	9.15	13.50	..	15.35	18.25
Changan ..... d.	..	..	8.29	10.45	15.00	..	16.50	19.14
Yehzah ..... d.	..	..	9.00	11.53	15.37	..	17.32	19.45
Kashing ..... d.	..	7.15	9.39	12.50	16.24	..	18.10	20.24
Kashai ..... d.	..	7.39	10.02	13.26	16.52	..	..	20.46
Sungkiang ..... d.	..	8.37	10.52	14.42	17.49	..	..	21.42
Lunghwa Junction.....d.	*8.37*	*9.37*	*11.31*	*15.58*	*18.43*	*19.47*	..	*22.27*
Shanghai South .....a.	*8.55*	*9.55*	*11.55*	*16.10*	*19.00*	*20.05*	..	*22.45*
L'hwa Junction .....d.	..	9.39	11.32	15.50	18.40	..	..	22.22
Siccawei .....d.	..	9.49	11.40	15.59	18.49	..	..	22.30
Jessfield .....d.	..	9.56	11.46	16.06	18.56	..	..	22.36
Shanghai North.....a.	..	10.10	12.00	16.20	19.10	..	..	22.50

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